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RYAN FLYING (R) REPORTER

VOL. 1 NO. 2

JANUARY 17, 1941

ARMY CONDUCTS FLIGHT TESTS OF ST-3

WORK GETS UNDER WAY ON NEW PRODUCTION UNITS FOR RAPIDLY EXPANDING RYAN FACTORY

Sure, that is what the digging is all about! And the best part of it is that the entire Ryan factory expansion program is to be ready for use on or about March 7th.

The main factory extension to be started soon will be 200 by 325 feet, with the main portion of this building being taken up by the Assembly and Airplane Experimental Departments. The new factory office building now under way will be 50 by 150 feet and will have a balcony where the Planning Department and Material Control will be housed.

The Paint Shop will be graced with an additional structure of 60 by 200 feet which will be known as the Dope and Cover Shop. Last but not least there will be a service building 50 by 175 feet.

The factory office will be directly connected to the factory, the only separation being a soundproof wall that will be appreciated by all those in that office.

WALTER O. LOCKE, Service Manager, tells us that he is sure that the entire program will be in full use not later than May 1st. GROW WITH RYAN.

-o-o-o-

SPECIAL NOTICE!!!! NIGHT SHIFT MEN

It has come to our attention that some of the night shift men think that all of the recreational and social activity that they have been reading about is exclusively arranged for the day shift men. SUCH IS ABSOLUTELY NOT THE CASE. There will be separate teams and clubs in all cases for the night and day shift men. Competition will be just as heated and there will be just as much equipment for the night shift as there is for the day shift.

-o-o-o-

NAME CONTEST WINNER

See Page 8 for the name of the winner of the Employees Newspaper Name Contest.

WHO GOT THE FIN ???

AIR CORPS OFFICERS VISIT RYAN PLANT

Final flight and acceptance tests of RYAN'S NEW ST-3 PRIMARY MILITARY TRAINER are now being carried on under the direction of Captain Wm. M. Morgan, chief of the training plane branch of the Production Engineering Section, Wright Field, Dayton, Ohio, and his staff.

The new Ryan open cockpit trainer for 1941 bears the well-known "ST" designation and in general has the familiar Ryan appearance, but otherwise is an entirely new airplane.

The new Ryan ST-3 was developed by our Engineering Department under the guidance of Chief Engineer MILLARD BOYD with "MAC" CAT TRELL as the project engineer. It was built in the Experimental Department, which is headed by EDDIE OBERBAUM.

The test flying of the ST-3 was carried on by our own JOE RUST, test pilot. Advisory test work was also done by PAUL WILCOX, Chief Pilot, and BOB KERLINGER, commercial division chief instructor, and by the Ryan instructors on Army training programs at San Diego and Hemet.

The new Ryan ST-3 is the prototype of a large number of new training planes being produced for the U.S. Army, for use by the Air Corps and the U.S. Navy in their pilot training programs. Many important changes have been incorporated in the new ST-3 model, principal of which is the installation of the Kinner radial power plant. The fuselage is now wider and longer, assuring roomy cockpits for student and instructor.

Since our last issue many distinguished Army officials have visited the Ryan factory for the purpose of previewing the new ST-3. Among them were Brig. Gen. Davenport Johnson, Assistant Chief of the Air Corps; in charge of training, and Brig. Gen. Henry H. Harms, Commanding Officer of the West Coast Training Center, Moffett Field, California. Brig. Gen. Gerald C. Brant, Commanding Officer of the Gulf Coast Training Center, Randolph Field, Texas, also dropped in to have a look at Ryan's new development to aid Uncle Sam's defense program. He was accompanied by Capt. Carl Storrie and Capt. W. J. Clinch.

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through their Welfare Department

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HERE IS ONE THING WE REALLY NEED!!!!
DEPARTMENTAL REPORTERS!!! GIVE OUT WITH
THE NEWS OF MEN AND THEIR FAMILIES IN
YOUR DEPARTMENT!!! READ ABOUT YOUR PAL'S
DEPARTMENT!!! PLEASE SUBMIT YOUR CONTRI-
BUTIONS DOUBLE-SPACED AS IT WILL HELP A
GREAT DEAL. COME ON!!! LET'S HAVE YOUR
ASSISTANCE TO MAKE OUR PAPER A GENUINE
SUCCESS ---

HOW ABOUT IT??

THINK?

THE MAN WHO STICKS

The man who sticks has his lesson learned
Success won't come by chance - it's earned
By pounding away, for good hard knocks
Will make stepping stones out of stumbling
blocks.

For the man who sticks has the sense to see
He can make himself what he wants to be
If he'll off with his coat and pitch right in
"By, the man who sticks can't help but win.

-o-o-o-

TOGETHER WE CAN DO IT

It is up to us to show the world that
RYAN MEN live best by FRIENDLY TEAMWORK
BY HONEST AMBITION AND HUMAN COURAGE, and
CONSTANT FAITH It is up to us to prove
that RYAN MEN are capable of understanding
one another; that men are human beings.
THIS IS THE JOB WE MUST DO--ALL OF US

FROM THE FRONT OFFICE

I felt greatly honored this morning when
your Editor, Larry Gibson, asked me to write
a short article for our paper. But when he
said "I must have it tonight" I was dismayed,
he had picked a day in which four important
conferences were to be held. I think your
Editor should be instructed to see Roy Cun-
ningham for instructions in scheduling.

This publication is a grand idea; it will
promote good will and cooperation which are
so vital for the successful operation of a
factory. To get the cooperation of our fellow
workers it is necessary to consider their
point of view, their limitations, and the re-
quirements of their job. A leadman can get
the cooperation of his group by giving his
men help and instruction when they need it and
by supporting them when the "going is rough".

A foreman who has the cooperation of his
men can depend upon them. When the "boss"
gives him a tough job he can say with confi-
dence, "My boys will do it".

If you don't get the cooperation that you
should have, give the "old man" (your boss) a
chance to talk to the boys who may be out of
line.

The PT-21 airplanes are seriously behind
schedule and they are very important for
National Defense. A concentrated effort is
being made to get these airplanes into pro-
duction. Engineering, Planning and Tooling
are practically complete for the first run so
it's up to the shop to make a supreme effort to
solve the manufacturing problem and get pro-
duction under way.

It is hoped that the executive force will
reach a speedy and mutually satisfactory con-
clusion to the labor relations conferences
which will permit their full time to be de-
voted to the operation of the plant.

Cooperation, careful attention to details
and industrious workers will produce airplanes
for our government in the shortest possible
time.

LET'S MAKE A RECORD OF WHICH WE CAN ALL
BE PROUD.

E. J. Molloy

FIRST COME, FIRST SERVED!

The first thirty factory employees to come
to the Personnel Office will receive one of
the extra copies we have of the magazine
"CLICK" in which will be found a full-page
color print of the RYAN PT-20 trainer--an-
other addition for YOUR collection of RYAN
pictures.

FROM BUCKLE UP FOR THE RYAN TEAM

air 28 to 25 was the score when the game left the floor. The RYAN TEAM won on the heat to take a well played game from the Solar team at the San Diego Gym last week. "Big Time" HERRON took honors of being carried off the floor with a really sprained ankle. "Wild Man" NE POTE also left the game with four personal fouls against him and the last one was really PERSONAL!!!! "Moose" SHATON turned in a very fine game and was exceptionally brilliant on defense work.

Captain DOUG BASSORE was slow getting started but finally found the range and really put RYAN in the win column. "Sloppy" BASSO turned in his usually fine performance in that good old steady manner. "One Shot" TERRIS really showed his stuff with the great shots from the corners. "Down and Out" CHASE took the scoring lead for the evening and as usual was the mainstay of the team Victory.

In the first league encounter the RYAN TEAM dropped a heart breaker, 41 to 36 to the "Flying A's" of the Associated Oil Co. All of the fellows turned in a very fine game and all that were on hand agree that this game was by far the best that the RYAN TEAM has turned in so far. ED HERRON was high point man. As for SHATON, CHASE, BASSORE, BORDON, BASSO, TERRIS, NE POTE--well you can't say anything but that the BOYS. Each and every one of them turned in a top notch performance. "WE WILL DO OUR BEST IN THE LEAGUE", SAY THE BOYS. "THAT'S ALL WE ASK, FELLOWS, SO KEEPER UP THE GOOD WORK."

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RYAN TENNIS CLUB INTEREST HIGH

The formation of a RYAN TENNIS CLUB is being contemplated if there are enough employees to boost the idea. Anyone and every one is welcome. If you think that this idea is promise, get in touch with ARNOLD KENTR Plant Engineering or leave your name at the PERSONNEL OFFICE. We require a committee of players to decide what courts will be the most convenient for play, what possibility there is for a RYAN TENNIS TEAM to compete in a commercial league, and to decide when to get the first annual RYAN TENNIS TOURNAMENT under way. Let's hear from you tennis men.

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RYAN GOLFERS TO HOLD "TELLY CLUB"

GOLFERS ATTENTION! The opening of the RYAN EMPLOYEES CLUB GOLF COURSE is now in progress and arrangements are nearing completion and the interest is running high. The place will be the MONTEMAR GOLF TRIVING FAIRWAY just from the Naval Training Station. The "Telly" to host this driving fairway are the best that can be found and the management is for the most so paratime for the type of climate that RYAN GOLFERS WANT.

Each week there will be a short talk on how shots of all kinds are made, how and when they can be most effectively used, and when and where not to make them. From time to time there will be visiting "Pro's" drop in and give their ideas as to just how best to send the "white pill" on its merry way. "WE KNOW YOU'LL LIKE IT". COME ONE COME ALL. This meeting to be held Tuesday January 21st at Montemar Fairway at 7:00 PM sharp.

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BOWLING LEAGUE RULES FINALLY DECIDED

The RYAN BOWLING LEAGUE has been sanctioned by the A.B.C. the National organization which controls bowling throughout the country. For this reason it has been decided that the RYAN LEAGUE will adhere to the rules as set forth by the AMERICAN BOWLING CONGRESS. A complete rule book will be found at the recreation alleys so that any dispute can be settled without question.

There will be a monthly meeting of the bowling team captains to discuss anything that seems to be interfering with the progress of the league.

Entry blanks for the Fourth Annual San Diego City Bowling Association Tournament can be had by calling at the Personnel Office. RYAN should be well represented in the tourney as there are a great number of bowlers capable of "bringing home the bacon" for "DEAR OLD RYAN". LET'S STAND OUT FOR IT.

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SWIMMING AND BE HEALTHY!

There are some fellows who want to know DO YOU??? YOU DO?? Then turn your name in to the Personnel Office so that a swimming club can be formed. As soon as there are enough members, the SWIMMING CLUB will have its first meeting to decide when and where to hold for the

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"You'll have your own say in the matter
a rearrangement of a special case for a
group of Ryan Tor Skaters. What do you
think about that?" There is only one
thing to do. Let's hear about it."

Any member of the Ryan organization want-
ing to participate in an ICE SKATING CLUB is
asked to leave his name with Larry Gibson in
the Personnel Office so the ICE SKATING CLUB
can begin biting the ice at once.

-o-o-o-

FEATHER MERCHANTS HAVE A LOOK

There is a lot of interest being shown in
a RYAN BADMINTON CLUB. Do YOU think this is
a good idea???? There is a possibility that
we can form a team which would compete with
some of the other teams representing various
industries in San Diego. There are a lot of
people in the factory who play badminton
so let's get together and form a group so that
we can all enjoy the sport.

There has also been some mention of start-
ing a badminton class for those who think
that they would like to learn how to "swat
the feathers". If you would like to learn
the game turn your name in to the Personnel
Office and we will be on our way in short
order.

-o-o-o-

DOES ANYONE LIKE TO BOX?

There is a good opportunity for any of
the fellows who think they would like to box,
to really learn the sport from a man who has
been through the mill. There is also a
chance to develop something that would be a
boon to EMPLOYEE RECREATION in the way of
smokers held on a monthly basis exclusively
for RYAN FELLOWS.

There is a possibility that there will be
enough men to hold a regular boxing class.
If such is the case we will have a complete
set-up for the boxers in the near future.
IF YOU LIKE THE IDEA TURN YOUR REQUESTS IN
TO THE PERSONNEL OFFICE.

-o-o-o-

THERE GOES KELLEY AFTER ANOTHER SCKET OF PROP WASH



114 10000
"But what have we had in official
paper for some time. Cause of the
sire and the effort a few folks put in
we now have one. The question now is
are we going to do about it? We have
editor, but he alone can't create a good
Ryan paper.

"Such a paper must deal in news that
pertains in and around the shop. Many inter-
esting and some amusing incidents will happen
to you and your friends right in your
department. So, take the trouble to
them with the whole gang instead of the
few.

"This paper is an opportunity for
to get acquainted--the fellow who first
his appearance in the shop this afternoon
the regular fellows all over the shop
boys over in engineering in the chem
the girls in the office--we all know
we're a part of Ryan's, yet it seems
we don't see too much of others.

"Then there's the social side--how be-
to announce the next 'occasion' than
your own paper? If there's important
news to be had, let's get it straight
our own paper before it's distorted by
say. You bet we've got our own paper
need it. Just how good are you and I
to make it?"

Eugene Woods - Layout

-o-o-o-

"I've enjoyed your newspaper very much
and think it is a very good idea. My
self as hundreds of other Ryan employees
be looking forward for the next issue
little paper.

"In regard to the Ryan Stag that is
given soon, I wonder if they have figured
how the boys on the second shift are going
attend. I am on the second shift, and
many of the second shift boys would like
be present at this affair without losing
time. It seems like the boys on the first
shift get the benefit of recreational and
social activities at Ryan. There are a
of fellows on the second shift who would
liked to have gotten in on the Ryan base-
ball team, fellows who are good professional
layers, but cannot because of their working
hours. I sincerely hope your committee
work out a plan whereby men on all shifts
can participate in many of Ryan's social
recreational events." (This is being
changed for -Editor)

L. Peterson-Manufacturing

from Samuel Dickson, friend of a Ryan employee. "After reading the first issue of the Ryan News my first reaction was: If I were about 62 years younger I would apply for a job at Ryan and start at the bottom and aim at gradually getting into line for a top position."

My guess is if Claude Ryan and his employees keep up the spirit manifest in Ryan News you will all be members of a happily cooperating as a unit for the greater success of the Ryan Aeronautical Co. and the National Defense."

-o-o-o-

YOU MIGHT LIKE TO KNOW THIS

The magazine "Popular Aviation" in its February issue is featuring a full-page front cover color picture of the Ryan STM-S2 Sea-plane which we think is suitable for framing or at least worth adding to your collection of RYAN products. Better get a copy.

-o-o-o-

WANT AD COLUMN. I HAVE IT. YOU WANT IT

There have been several requests for an Ad Column in our paper wherein employees can list items they may wish to sell or trade. Everyone seems to think that they could get something they really want if they could just find out about it. So send in our requests to the Personnel Office and our ads will be published as space permits. NO CHARGE in the following issue of the paper.

C. G. FOWLER - DROP HAMMER NAME CONTEST AWARD

Greetings sir! C. G. Fowler "Gets The Pin". LAWRENCE FOWLER, of the Drop-Hammer Department, submitted the prize-winning name for our paper and walked away with a crisp FIVE dollar bill for his trouble. "RYAN FLYING PORTER" is the name that FOWLER suggested. The judges "Red" BECKER, of the Manifold first shift; JERRY LOFTER, of Layout, "RUSTY" WEAFFER, of Manifold second shift; NEIL NEFF, of Fuselage Assembly; and JACK ZEPFHALD, of Manifold, after long hours of debating, finally selected FOWLER'S entry as the winner. There were so many excellent entries the judges had a task far from simple. For their entries, JOSEPH R. SILVA, of Welding; EUGENE BOO, of Layout, and THOMAS STIXRUP, of Drop-Hammer, received HONORABLE MENTION. THANK YOU ALL YOU GUYS AND GALS FOR YOUR COOPERATION.

SHOW THAT OUR MEN WANT TO
"KEEP RYAN'S A GOOD PLACE TO WORK."

The first suggestion contest held in October 1940 brought to light the fact that OUR MEN really want to "KEEP RYAN'S A GOOD PLACE TO WORK". RAYMOND ARCHLEY, Machine Shop, second shift, was the winner of this contest with a very good suggestion in regard to overcoming shortages and inspection problems. Second prize in this contest went to FLOYD BENNET, Manifold Department, second shift, for his suggestion of keeping the sizing mandrels in the tool crib.

More interest was shown in the second contest held in December with ROLLAND REED, Machine Shop, second shift, presenting the winning suggestion. REED suggested a burning tool for exhaust collectors, and a safety device. RAY WHELFEN, of Inspection, first shift, suggested an improved punch for drop-hammer work, and an oiling system for the drop-hammers. RAY was the second prize winner.

ANNOUNCING THE WINNERS OF THE THIRD CONTEST

The winner of the first prize, in the third contest, and a TEN dollar bill is ALBERT COX, of the Purchasing Department who submitted the following suggestion:

Establish a centralized stock and requisitioning authority to cut down on department shortages; eliminate duplication of storing of these items; keep a minimum stock on hand without running short, enabling the Purchasing Department to secure the best possible quantity prices.

The second prize and a FIVE dollar bill in this, the third contest, has been awarded to EDWARD BOOTH, of the Manifold Department, for his suggestion of a curved nozzle to facilitate sand-blasting inside of manifolds. The judges wish to give honorable mention to FILES, SWIFT CHASE, and ROMIG for their suggestions.

The management appreciates the interest taken in this Suggestion Contest and all suggestions are being routed to executives of the departments directly concerned for action where the suggestions are considered new and merit further consideration.

Will ALBERT COX and EDWARD BOOTH please come to the Works Manager's Office Monday January 20th, to receive their prizes.

EVERYBODY HAPPY AS LABOR AGREEMENT REACHED

DETAILS OF NEW CONTRACT

REACHES OF COOPERATION AND
THE NEW CONTRACT

The following joint Union-Management press statement was released following the signing of the contract between the Ryan Aeronautical Company and the United Automobile Workers of America:

An agreement has been arrived at between the Union and the Management which we mutually feel will produce harmonious relationships during the coming year. This agreement will increase the earning power of workers and the productivity of management's efforts.

With Labor and Management now in full accord on their mutual problems the agreement assures that every effort of the executive staff and factory workers will now be cooperatively directed to the full productivity of the Ryan factory without interruption in the vital interest of the nation's defense program.

The fact that we have arrived at an agreement of our mutual problems without the bitterness and strife which would have resulted from actual stoppage of work is a guarantee that we can now carry on amicably with the joint cooperation of the Union and the Management to meet all future problems on an equitable basis to all concerned.

THE HIGHLIGHTS OF THE CONTRACT ITSELF

Increases for all present employees with a minimum rate of 62½¢ per hour for employees with four months' service or more. Men with less than one month's service with the Company are guaranteed a minimum of 50¢ per hour, and those with more than one month's service and less than four months' service will draw a minimum of 57½¢ per hour.

The agreement also embodies wage increases in the upper brackets for present employees. It establishes a minimum for the top grade of \$1.05 per hour for certain highly skilled classes of work.

New employees without previous experience will be hired in accordance with the Company's past practice. This provides for a 50¢ per hour minimum starting rate with an increase to a minimum of 54¢ within 60 days; and with frequent reviews to consider the employee's ability to advance to higher scales as indicated by proven skill.

New employees with sufficient previous aircraft or suitable mechanical experience will be paid according to their classification and rating as not less than 60¢ per hour.

A new provision effective for the first time establishes vacations with pay for all employees with one year's seniority on January 1st, 1941, and who continue in the service of the Company until June 30, 1941. Such employees will receive vacation with 24 hours' pay at their hourly straight time rate for the period June 1 to June 30, 1941, qualified employees will receive vacation with 48 hours' pay.

Provisions in the contract provide that no discrimination will be shown to any employee by either the Company or the Union because of membership or non-membership in the Union.

The finest spirit of cooperation was displayed by T. Claude Ryan and Nicholas Frankenstein, Vice President of the new signed labor contract. To be sure, any such unity that might have existed between the Company officials and the Union officials was very definitely buried with "the old."

All present reports of an atmosphere of satisfaction and friendly cooperation.

IT'S ON THE WAY
FRIENDS!

In the case of employment of employees for military service under the Selective Training Act, accumulated seniority protection is provided.

As a result of the agreement, machinery has been established for the speedy handling of all grievances which may arise between workers and management.

An arbitration clause is obligatory on both parties and provides for a method of settling all grievances which have arisen since no grievance can remain temporary or permanent. It provides for a method of settling all grievances which have arisen since no grievance can remain temporary or permanent. It provides for a method of settling all grievances which have arisen since no grievance can remain temporary or permanent.

For four months the Union will review the classification of each employee which determines his wage with the purpose of recommending classification or adjustment as justified by the employee's ability and experience. This provision is a part of the new agreement.

THINK

Jack Lunday

LATEST IN A LONG LINE OF SUCCESSFUL TRAINERS

Ryan ST-3

With the proud heritage of tens of thousands of hours in the hardest service to which airplanes can be subjected, the ST-3 is the crowning achievement in a long line of low wing trainers. With a longer and wider fuselage accentuating Ryan sleek lines the ST-3 abounds in engineering and structural refinements. Offered in a wider range of engines (2 radials and 2 in-lines from 125 to 160 h.p.) the ST-3 sets new standards of operating and training efficiency.

RYAN AERONAUTICAL COMPANY, Lindbergh Field, San Diego, California

RYAN TRAINERS ARE IN VOLUME PRODUCTION FOR U. S. ARMY AIR CORPS AND U. S. NAVY

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THE HOFFERED GOLF CLUB - 1960
STAY

GOLF

Jim hoopsters, Jimmie Jackson, and
and others, were successful in their second
year in the San Diego tournament. There
were several hundred people looking on
at "THE BOYS FROM RYAN" swept the court with
the Polson's Badminton Club. "The
everyone finding the game very interesting.
"The Boys" left the court with a 14 to
11 "win" backed away.

The court generally displayed a
great deal of interest in the game. It was by far the best that has been
played this year. The game is interesting
and every start and stop in the game
along, turn in a parking lot.

"TIGER" HARRY HALL played the best
game of his career with both his hands
and feet for keeping his feet first up to the
line of victory. "TIGER" JOL HALL was
standing for his court work as well as
standing the range often enough to be in
court for the evening.

"TIGER" HALL NE HALL turned in a
usual steady performance and with a
WHILE BORDEN showed some of the most beautiful
passing that has been seen here in years.
"GOOD OLD" BOB CHASE was the spirit
of the team as he has been in the past
several games, playing, playing, playing.
"OLD MAN" LD HALL, all in all, they did
it possible for the "TIGER" to take a
victory. HALL II OF HALLS, WE ARE ALL FOR
TIGER.

00000000

WAKE RYAN GOLFERS TAKE IT TO THE COURT
TODAY

It looked like a good field of golf
was in store for the day, as all of the
golfers were out playing the game. It
was what they all want to do, play golf
on the golf course. The field of
golfers, GOLFERS, GOLFERS, GOLFERS,
and a host of other Ryan Golfers, today
in the driving rain, to get some golfing
in the new the "TIGER" it.

In the Spring Golf season just around
the corner. This is a healthy sign for the
golfers. The golfers are all looking for
the "TIGER" it.

With Golf Clubs and Golfers

With a goodly number of the RYAN GOLFERS
and GOLFERS on hand, the first meeting of the
RYAN Golf Club was held Tuesday evening
at the Monterey Golf Fairway. The
RYAN of Methods Engineering was elected
by the Golf to head the Club, and to
say, "We are going to have a club with
nothing to do with the arrangement has
been finally completed and the club will
be ready to start at 7:00 p.m. It is
to be in the name of the club, and it is
his game to. One man, come all together
really learn the game points. GOLFERS
COMING TO THE

Since, February 1961, is the date of the
first RYAN semi-annual golf tournament.
EVERY GOLFERS IN THE RYAN GOLF CLUB
BL ON HALL.

There will be special notice of the
that everyone will be well informed of
the particulars of the event.

Will you please sign your entrance to
the Personnel Office so that the club
can be arranged? This should be a great
event for all on RYAN GOLFERS. It is
the first tournament since the 1960.

00000000

"OLD MAN" HALL HALL to a golf club
which GOLFERS FROM ALL GOLFERS.

The RYAN GOLFERS, GOLFERS, GOLFERS,
is the proud possession of a golf club.
GOLFERS, GOLFERS, GOLFERS, GOLFERS,
and GOLFERS, GOLFERS.

The office is going to have the golf
club in the name of RYAN. The office
at this time challenges any other
or departments in the entire RYAN GOLFERS
any type of golf competition. The
club is to be a great thing for the
golfers. All GOLFERS, GOLFERS, GOLFERS,
to the RYAN GOLFERS, GOLFERS, GOLFERS,
of their clubs listed, and the
club is going to be a great thing for the

It would be very interesting to
see how you do. I would
like to see you write up your
story so that I can publish it in the NY
MAGAZINE. There are a few people
collecting coins and from the way the coin box is
filled every now and then it must be a lot of
fun. It would be very interesting to know
the ins and outs of this pastime, so come on
tell us about it. There are others who would
like to try it.

I can tell you that there could never be anyone interested in your hobby, however, you could be surprised to know that there are several people interested in it. Perhaps it will be possible from time to time to make exchanges through this column that will help make your hobby more interesting to YOU.

What do you say? Are you going to tell us about it? We hope you will!!

HELP WANTED

We need a committee to assist in making arrangements for the first ALL-RYAN DANCE, to be held in the very near future. There are many things that have to be done, a committee is necessary, to see that all of them are taken care of in a way in which all want them.

There will be a very fine floor show with live popular songsters. We intend to have a supper served in the evening and all in all we are going to try to make this affair a major event in the history of RYAN. It is very important that we have a good dance committee so that all of the details will be cared for to our own satisfaction.

Let's pick this up COMB and put it over the table. We should have at least one good dance session. With a good committee and the cooperation of this is a simple matter, and one that we can accomplish nothing.

LET'S PUT IT OVER!!

SMD AND BL. RESISTY

WALLS: "LET'S GO!!" --ATTENTION--LET'S GO!!

WALLS: "Like another skating party???"

CHUCK: "Well let's have one. Your Reputation is current it is ready and willing to assist in planning the next "RYA! RYALITY" party. Let us have your names on a list for a great "Thrill and Chill" party without delay. We have several skaters who are really good skaters and are also willing to assist the beginners. There is your chance "First Timer" skating is no better then than right now. Take advantage of this opportunity. How about it? Well, let's GO!!



★ ★ ★ ★ ★ ★ ★

RYAN

Flying Reporter

★

FEBRUARY 14, 1941

Vol. 1

No. 4



★

FIRST LOW WING
PRIMARY TRAINERS
EVER PURCHASED

BY THE

U.S. ARMY
AIR CORPS

EXTRA THANKS TO THE ARMY WE ARE HAPPY TO ANNOUNCE

Ryan employees will be privileged to inspect latest Air Corps bombing, pursuit and training planes to be shown here this Sunday exclusively to our workers and those from Consolidated. On exhibit will be:

- Six (6) Boeing B-17 Flying Fortresses
- Six (6) Curtis P-40 Pursuit Planes
- Six (6) Of our own Ryan PT-20A Trainers

It is expected that the planes will arrive for exhibit by 10:00 AM and will depart approximately 2:30 PM.

This special inspection is planned solely for Ryan and Consolidated aircraft workers (not their families) and it will be absolutely necessary to identify yourself by badge.

PLAN TO SEE THIS EXCLUSIVE EXHIBIT HERE AT

LINDBERGH FIELD

SUNDAY, FEBRUARY 16th, 10 A.M. TO 2:30 P.M.

here and there about the shop

INSPECTION

by George Dew

It appears that the Inspection Department must admit defeat in Bowling at least. In a no-handicap, three game series, a picked night shift team defeated the Inspection Department Team by a comfortable margin.

The night shift team seemed willing to accept good Inspection Department money too. However we still claim to be invincible in Tennis, Badminton, Golf, Archery, Snooker, Pool, Swimming, Polo, sailing, Pinochle and Rejections—and we also have one Jitterbug. How about a little competition in some of these hobbies?

There are four Inspectors who are very happy these days. They recently passed their Army Examinations and are now full-fledged magnetic operators. Congratulations boys, I'll see that you all get that \$1.05 you have been dreaming about.

There is a certain fellow in Crib #3 who has had the use of two hands lately. Now maybe he can do his own metal stamping if he can get a metal stamp. Be careful DAN HARRISON don't break that arm again. Speaking of sports, I see that the fellows have signed up for everything from golf to craps.

I have a suggestion to make along the line of sports. How about a bicycling club? It's a lot of fun to get a group together and ride in the evening. At the rate taxes are increasing you will probably have to sell your cars and get bicycles, so why not start NOW?

P. S. Say, STONEY, how about that date with BETTY HINES (HEDY LAMARR) that you were going to fix up for me? What is the matter are you loosing your grip?

WEDDING BELLS

by Cupid

CHARLIE CARSON and DOROTHY CARTER slipped over to the "Matrimonial Capitol" and took the leap into future happiness.

MIKE WHALEY and LETITIA WALDRON exchanged vows here in San Diego last week and are now well on the road to happy companionship.

Strangely enough both of the fellows are from the Plannishing Department. To both couples we wish everything good.

WELDING

by Ken Murray

Congratulations are in order for CHARLES FRANTZ, Chrome Welding Foreman. He is the proud father of an 8 lb. 6 oz. baby boy. (The father is doing as well as can be expected.)

MERLE GRIFFIN told me the other day that every night after work he went home and punched his bag for thirty minutes (now just what does he mean)?

GRANVILLE BOWMAN got a nice Deer Rifle for Christmas. He has been getting in a lot of practice of late (as far as I can tell the Deer will be safe as long as Granville is aiming at them.) If he aims at a tree stump that will be different—the Deer will be in grave danger (need I say more Satchel?)

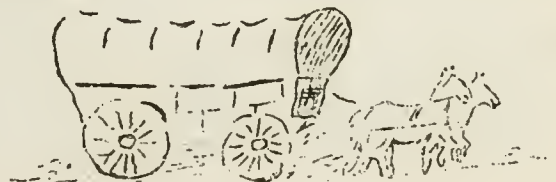
If anybody interested in Duck Hunting would like to know how, in the middle of the darkest night, with a 410 shotgun, shooting only one shell, they could get 24 Ducks, ask JESS MARTIN (better known as the "Windy Major") The only thing that this scribe would like to know is if Jess smokes it, takes it in the arm, drinks it or does he just buy a poor grade of coffee and thus get those bad dreams that become his pet stories? See you next week!

METHODS ENGINEERING

by Walter Walker

Biography of the Honorable Judge Wykoff:

Judge Wykoff sat on the bench in the County Seat of Boon County, West Virginia, his main duty being the prosecution of Moonshine Corn Producers of that part of the country. The most severe punishment the Judge would sentence was to those who would not give him his share of the product in question. One of the Judge's favorite tricks was to prosecute his relatives. Why? Because no one else inhabited the County. The Judge could be seen on most any Sunday riding his horse backwards enjoying his West Virginia Cold Slaw. Why was he riding backwards? Simply to see who was going to shoot at him first.



Here we go again... Your reporter has taken to hiding behind things and large people when LARRY GIBSON heaves into sight....."Hiya guy, got that column ready for me..?" Frankly, Larry, no, but here goes.....

Seems as tho JACK WALLACE has been caught in a draft. Not the snuffle producing kind, however, but one of those squads east and west variety, and instead of having a comparatively mild-mannered lead man to tell him how, it'll be a top-kick of the old school to whom Jack will be giving the "Yes Sir, No Sir" to. Well, good luck Jackson -- come back a General!!!

FRANK WALSH, leadman in Small Parts on the 3rd Shift, tells one for the book-to-wit: About 3:00 AM a few days ago one of his lads was attending to a chore. One of those rare chores that can be done while seated on a stool. Tempus was fidgeting along when our hero began to nod. Finally Frank happened to see him fall sound asleep and do a Brodie off the stool behind the bench at which he was working.....Loud laughter..... however, when the juvenile lead in this play, did not re-appear with the expected red face, Frank investigated and in a hurry. He told me that he thought the lad might have been hurt in some way, so he clipped a few seconds off the record for the eight yard dash, rounded the bench on two wheels, and found our hero SOUND ASLEEP still! Alright, Alright -- ask Frank then.

APOLOGIA....DEWEY BEMENT stoutly denies that Dewey Jr. is "Jr." Dewey. Richard Bement is the name, not Dewey Robert like his Dad.

From a very reputable source comes the information that Grace and JACK ZIPPWALD are going to welcome a newcomer in the near future. Maybe that's what causes that harried look. Well, being a father myself, that's understandable. Lots of happiness to you both and PLEASE no four-for-a-nickel cigars.

Just between us: There is a lad in this organization who deserves more than a little praise for his unselfishness. Unfortunately we can't pat him on the back because he's just a little reticent. You know, one of those people that stoutly maintain that what they've done isn't of much account anyway, so let's forget it".....It has to do with a blood

Here's a few notes from the Tool Design Department. We believe in letting our hair down in public so we all can laugh--Now that the BIRDSALL-BIESHLINE journalistic fued is over we can all focus our attention on ED SHEPERD, who on February 2nd (Ground Hog Day) took the fatal leap--the leap into the Sea of Matrimony. We tender him our condolence and heart-felt sympathy. BILL WAGNER, Publicity Department head, reports running into Ed and his Bride honeymooning at the Desert Retreat in Palm Springs.

ARNOLD UNRU also from the Tool Design Department finds himself in a little different situation from the above, for he is enjoying a vacation and having a rip roaring time, the reason being the absence of his wife from home for a few days.

BOOKKEEPING

by Everett Sherman

Our Chief Bookkeeper MAURICE CLARK has been so busy of late that he wore a hole in the seat of his trousers. He is now decked out in his new Spring Ensemble. Have you noticed?

MACHINE SHOP

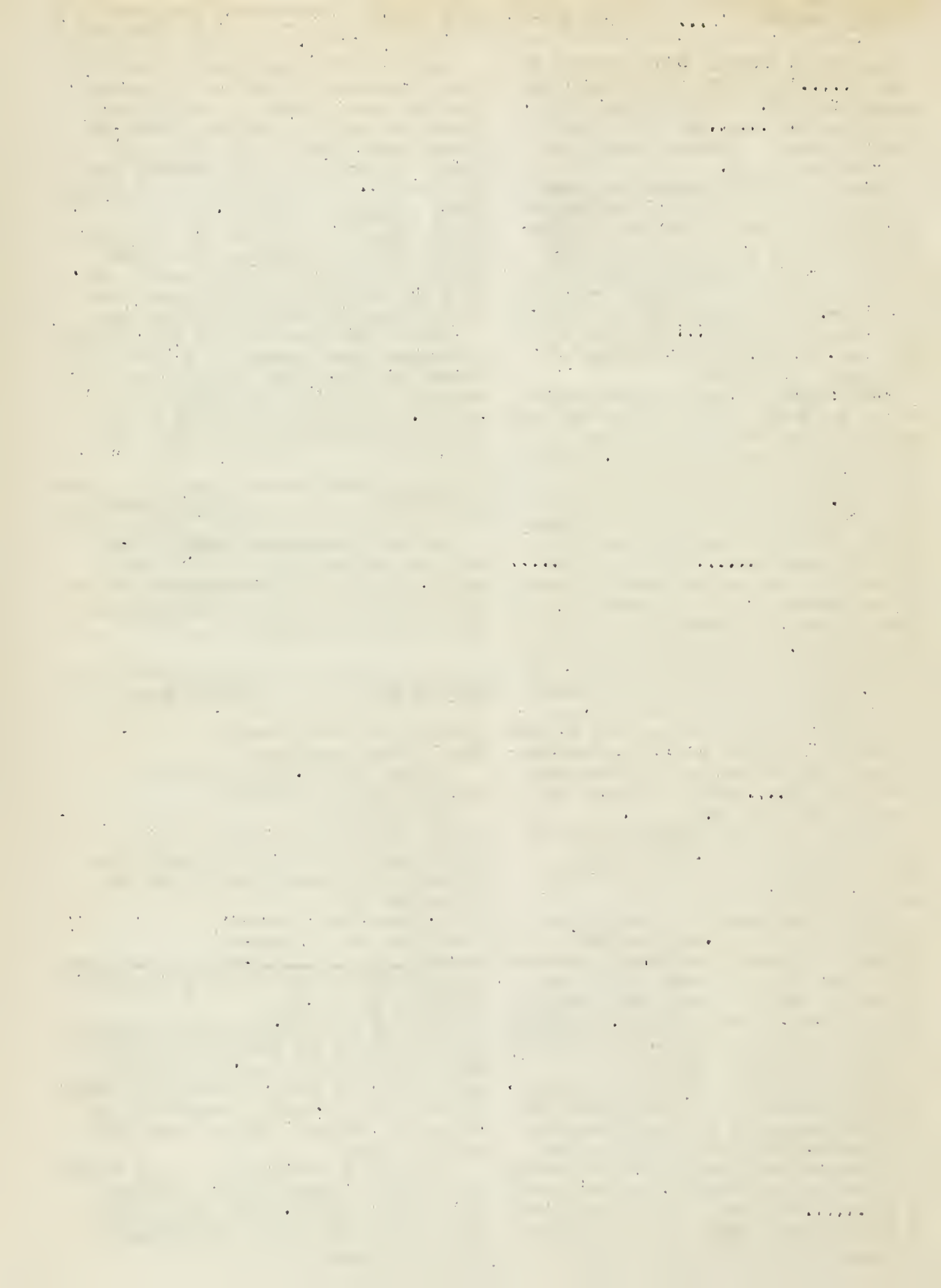
by Walt Savage

I am only a piece of work
When I leave your hands,
you may never see me any more.
But other people seeing me
will see you.
So put in me the very best you can,
That I may go the way of all good work.
Showing to the people what I came in
contact with---
That I came from a workman
who need not be ashamed.

~~transfusion. My hat, (if I had one) is~~
transfusion. My hat, (if I had one) is certainly off to him.

Speaking of children, which we were a few lines back, BOB BOOTH is one parent whom I don't envy. Imagine having two sons, either of whom is plenty big enough to bat your ears down. Fortunately for the record and Bob, they are both nice, peaceful lads.

By way of introduction: If you should happen upon a person roaming thru the place with a worried look, and a pencil in one hand, that's me---Ungrammatical but to the point.



Well, here we go, over the same old route like a milkman's horse. First I want to welcome newcomers STEWART, FOOTE, PETERSON, FINAN, CLAUSEN and BLANKENSHIP, all of Small Parts.

You'll have to work harder in this department and it's hard to find parking space on this shift for your car; so you have your choice of prosperity or plenty of parking space. However, you have some great bosses on this shift. (I had to put that last line in; I hear they can read.)

McQUITTY is in the stock crib now. Must seem natural to be behind bars, as he's calling timekeeper ATHERTON, "The Warden".

DON WILCOX says he can read his girl like a book. Wonder if he uses the Braille System?

That far-away look on JOE CASSON'S face means he's "Day Dreaming on the Night Shift". Whatever happened to those "cousins from Milwaukee" BUTCH ORTIZ used to talk about? And how is DAVE WEMPLE going to keep the boys in the Small Parts working when they find out there is no Santa Claus? At that party attended by DERR, HALLQUIST, HARRIS, RASMUSSEN and "SPEEDBALL" ROULSTON, everyone wore a red nose and a paper hat. After the party, they threw away the hat.

AL WEBER came back again like insufficient postage, after being ill for some time.

All you birds who signed "Fishing" as your favorite sport aren't fooling anyone. Why don't you tell the truth? Anyway, you don't know a thing about fish until you've talked to "Lutefisk" Ernie Simonson.

If "NEWSBOY" BROWNMYER tells you about the Scotchman who took his suit to the Detroit Free-Press, tell him to go peddle his papers.

WARREN CORLEY is knitting sweaters out of dropped stitches for nudist colonies. R. T. LANE is working on a gadget to stretch peanuts for elephants with short trunks. KINDLEY is trying to make two blades of grass grow where Hoover said they would.

JENS NEWMAN tells me he used to play a lot of cowpasture baseball until one day he slid into what he thought was second base. McCSCAR confides that the Redhead at that Drive-in Stand is harder than a fireman's hat. Cartoonist

DUSTY PETTYMAN'S wife was called back East because of her father's illness. Poor Dusty—anybody like to go out and keep him company? We hope that he will not be lonesome too long.

LYLE GOULD is back with us after being out for about two weeks because of the "Flu".

Flying over Mission Beach the last few days we have seen several Whales breaking water and blowing. Quite a sight from the air. Have been keeping an eye on the mountains for snow. Plenty on those up north, but none down here (Darn it).

Test Pilot JOE RUST says they sure won't draft him now. He has just acquired another dependent, a big Shepherd dog. A pretty big mouth to feed, Joe.

A few of the fellows agreed to meet down at the Glacier Gardens for Ice-Skating Thursday night. There were over fifteen there; most of us beginners.

JOHN VAN DER LINDE, of Final Assembly says he is out of the dog house. He bought the car.

DONNELLY was given a mustard plaster when he asked for drawing materials at a local store.

Did'ja ever notice how ex-footballers ORTIZ, FLINN, WERTH and RED BECKER fall into that wing back formation whenever STEWART of the Tool Crib gives his imitation of Knute Rockne? They say that RED BECKER used to go thru left tackle like hot gravy thru a beard.

BILL CORNET, "SLEEPY" HORN, M.H."C SHARP" MINOR, and G.E. FIEHLER made quite a quartet, singing the "Sea Gull Song" from "Hit the Deck". What's this about H. C. ZOOK and L. M. MOORE testing rubber checks for elasticity of endorsement and velocity of snapback.

ROY GEESEY: "It's raining cats and dogs outside". JACK"ACE" GAGE: "How do you know, did you step in a poodle?"

"DEADEND" GUSSMAN, the Brooklyn playboy, wants to know how they dance out here? Well, Gus, the only difference between dancing and wrestling is that in wrestling there are a few holds barred. Now comes word that "HUNGRY" DANNEVIK once won a pancake eating championship in Kansas. Brother, that's saying a mouthful.

I have just time to give you the style forecast for 1941—"There will be little or no change in men's pockets this year".

If I am right, it proved that there is a first time for everything.

A LITTLE NONSENSE

Skipper T. J. Johnson of the Leaky Bath Tub, the name of the baby yacht he so admires, betook it upon himself to take his friends fishing one week-end. He told them all about the big Pork Fish being caught off Point Loma. Enthusiasm ran high and so it was "anchors away" and over the bounding main for the Skipper and his friends. Arriving safe but wet, they started out after the catch, casting lines over-board. Expectations ran high to fever pitch--no bites, not even a nibble---then followed gloom.

Now the Skipper knew his stuff, so into the galley went he and soon out again with a nice piece of salt pork for bait. The members of the party took one look and turned green---with envy. This so upset the Skipper that he turned green too, not to be outdone by his friends.

Then while they were all gazing into the briny deep, with that far away look, the Skipper claims and swears by it, that the biggest Pork Fish he ever saw came alongside the Bath Tub and started spraying him with water to revive him, so he could guide the Leaky Bath Tub and his friends back safely to shore.

P.S. Last request from the Skipper---
"Don't talk Pork Fish to my friends."

* * * * *

Before painting, to keep the rafters
from rustin'
The painters had started their dustin'
We ranted and raged
And had Carl paged
Before heads with lead,
we started bustin'.

---Jack Westler

* * * * *

THE NEVER NEVER MAN

You meet up with the Never Never Man once in a while. Regardless of all coaching in his line of work, his lame excuse is, "I never did this or I never did that".

My advice to that young man is "don't go West, go back into the nursery to your dolls and blocks, because you haven't grown up yet.

MANIFOLD - Second Shift by R. J. Morkowski

Congratulations again for the third edition of "OUR" newspaper. How come one whole blank page? Wsa it lack of contributions? I sure hope we fill it the next time and I think we will because the boys get more enthused after every edition.

I would like to be on the Dance Committee. You see I've had some experience with the St. Josephs Cathedral Club and the Catholic Youth Organization here in San Diego including chairmanship of their very successful 1940 Convention of which I am very proud.

In that very fine article "From the Factory", by Jack Lunday, he says "We are all loyal members of a team. Let's work together." I wish you could witness the competition between the day and night shifts in the final line-up section of the 102 Manifold Department to get a position on the "Varsity".

The very first thing that the fellows do when they come to work is check the difference between the number stamped on the last stack completed the day before with the corresponding number on the last one done by the shift going off duty, and then, trying to out-do them. At first one might think that this would tend toward carelessness, but the Inspectors are too wide-awake to miss any flaws so we are forced to keep up to standard.

Now I have a suggestion that has been looking for a favorable outlet and you are that outlet. Messrs. SEATON, ORTIZ BENNETT and LOVE do a fine job in relaying ideas but there are little tricks in lining up a stack that seem inconsequential and yet would be a great help to us boys, so if we could manage to put about two boys on the Night Shift on the Day Shift and visa versa for three days or a week, we could get some ideas from them, and in turn give them some ideas of our own. I think that in this way we would become more efficient and at the same time improve our friendly relations. If you cannot publish this suggestion for some reason, please see to it that it gets to the attention of Messrs. Molloy, Barton, etc., to see if they agree with the plan.

PRODUCTION PLANNING by Joel Stein

Be it know that the Production Planning Department is hereby accepting the challenge of George Dew and the Inspection Department for any type of competition that they so desire. We'll take you on in anything from marbles to the gridiron.

We would be most interested in challenging any department to a track meet or a field day. This might be a good plan—to have an interdepartmental field day. Beside the ordinary events usually ran off in a track meet we could have a lot of novelty stuff so as to give everyone that so desires a chance to compete for the fame and glory of his department.

Our men are all in pretty good shape after the chasing we have done to get the Static Test going and so we shall be able to accept a challenge on a moments notice.

The Personnel of the Manifold Department and of the entire Company join in expressing sincere sympathy to Mrs. Eugene G. Griffin and family in the hour of their bereavement. We all miss "Dad" GRIFFIN, those who knew him well—those who worked with him—those who knew him for only a short time and those who knew him only as a personality. He never seemed to be too tired or too busy to respond with enthusiasm to each joke or repartee. His life of loyalty, cheerfulness and kindness endeared him to all who felt his presence. It is indeed gratifying to know that when we, too, cross the Great Divide, we shall have no truer friend waiting for us than "Dad" GRIFFIN. We mean that sincerely.

RAY ORTIZ
Foreman Manifold
Second Shift

YOU SHOULD KNOW THIS

FROM THE LAB.

In view of the rapid expansion of the Aircraft Industry, it is felt by many leaders that education and production should go hand in hand.

Many Employees of the Ryan Aeronautical Company are constantly questioning the Laboratory on many processes, which are in constant operation in the shop. Beginning with this issue, and in each succeeding issue, as space permits, the Laboratory will discuss these various processes in relation to the materials as used in Aircraft Construction. In a later series, the materials themselves will be discussed.

"PASSIVATION"

Passivating is a process for the protection of Stainless Steel. Parts are immersed in a solution of Nitric Acid (HNO_3) for periods ranging from 20 to 30 minutes at a temperature of 120 to 150 degrees Fahrenheit. The concentration of the acid ranges from 17 to 20%.

The Nitric Acid oxidizes the surface of the Stainless Steel thereby preventing any further weathering or deterioration of the metal. It should be noted at this point that the OXIDE of a metal, generally speaking, cannot corrode or rust. It follows that when Oxidizing (rusting in the case of steel) is complete, no further damage can result. The oxide film formed on the surface of the Stainless Steel act as a barrier, or a safeguard to prevent further action on the exposed metal.

Since no color change takes place, it is impossible to tell by visual inspection whether or not a part has been passivated. Polished parts may be passivated without harm to the polished surface.

CAUTION: The Nitric Acid used in the Acid Tank has little or no effect insofar as dissolving Stainless Steel is concerned but will readily dissolve Chrome Molybdenum Nickel, or mild Steels.

WILLIAM VAN DEN AKKER
Process and Research Engineer

PARABLE OF THE ISIS

- Socialism:** If you have two cows, you give one to your neighbor.
- Communism:** If you have two cows, you give them to the Government and the Government then gives you some milk.
- Fascism:** If you have two cows, you keep the cows and give the milk to the Government; then the Government sells you some milk.
- New Dealism:** If you have two cows, you shoot one and milk the other; then you pour the milk down the drain.
- Naziism:** If you have two cows, the Government shoots you and keeps the cows.
- Capitalism:** If you have two cows, you sell one and buy a bull.

more manifold

BENNETT, are there any memberships open in the Association of Peanut Eaters?

Speaking of BENNETT, I wonder if he would like to be tagged with the monicker "Two Pin" after losing by that number to "RED" HAMMOCK?

"BUTCH" ORTIZ better get a lock and chain for his badge because we have it from "SLEEPY" HORN, a very good authority that the place is haunted.

JENS NEWMAN and WILBUR WIMMER both have their brothers with them now and we sure hope they join us at Ryan's.

CARL KRUEGER'S wife is going to be operated on next week. Here's every good wish, Carl.

"FERGIE" FERGUSON complains about washing triangles and walking the floor, but he sure is proud of the new addition to the family.

FROM THE FACTORY

HEALTHY DISSATISFACTION

There is nothing wrong with healthy dissatisfaction. To be too contented is to stagnate; to be discontented in the right way is to force progress. All the good things you and I enjoy are the direct results of someone being dissatisfied with things as they were. We would be living in caves if it were not for dissatisfaction, and to have one say he is dissatisfied with his present place compels admiration, that is, if it is a healthy dissatisfaction.

We might describe the difference between a healthy dissatisfaction and an unhealthy one as the attitude toward one's work, his employer and fellow employees. To wish to progress not at the expense of anyone else is healthy, but to be selfish and wish to progress over the downfall of someone else, is unhealthy.

Briefly, the above confirms an old adage, that it pays to give a bit more than you were paid for.

Come in a bit earlier, leave a bit later, learn the business a bit better, and in your spare time, plan ways of helping your employer. If you have something good, tell him about it and don't expect a raise the next pay day. Render service and in due time, the money part will follow after you in amounts to compensate you with the work you have put in your efforts. This all calls for cooperation on your part to promote yourself to the better things in life.

We don't have rain in California.
Against such heresy I'll warn yuh.
Though you will hear talk, it's true
About low fog and heavy dew.
As "the fog was awful heavy
And it busted through the levee"
Or "So-and-so was founded
To have been completely drowned
In a gutter running full of heavy dew."

OFFICE PRATTLE

by Betty Frank

If you hear a lot of grunts and groans among the office force you can probably trace it to badminton. MILDRED ALKIRE says there's no future in it though. You play to aid that girlish figure and then end up by eating twice as much and nursing sore muscles all week.

There now remain just two girls who have not been asked out by (never mind, we know WHO). What's the matter girls, where's your oomph---or was your name omitted from the personnel list?

Just recently Receiving began issuing discrepancy reports marked with a place for comments on the bottom. The other day DICK DEWEY brought one in marked: COMMENT "Our only descretion is the shortage of one dozen little drills." And still another read "Shortages do not make a good receiving department." Just what would make a good receiving department?

Have you seen WILBUR GREEN'S black shirt? He stood up one of his girls two times last week; could be he is mourning a lost love. Or does he really wear it because it is warm and only cost 98¢?

If you are headed back the mailroom way take a look at some of the ties MEHAFFEY wears. WOW! Are they atrocious? ROY KELLEY took one look and said "That settles it, I'm going on the water wagon!"

After riding home in LARRY GIBSON'S jalopy one night I take back everything I said about Johnny's Locomobile. It seems Larry's little job is minus a radiator cap and after about two blocks when it really gets warmed up it gushes forth like "Old Faithful". Your feet burn up but Larry says that's just the steam seeping through the floor boards. So he simply opens the windshield to let the steam out and you freeze to death. Boy, the things I don't go through for dear old Ryan Aeronautical?

I'll close with a friendly little reminder---You still have time to get the little woman a valentine. Incidentally there are only 251 more shopping days until Christmas.

(Betty's address is 1354 Dale Street. She asked me to give it to you so she would get all those valentines.)

THE SPIRIT OF THE FACTORY

by Jack Lunday

The Spirit of the Factory is something you can't see, something you can't touch but you can feel it. Deep down within ourselves there is an extra sense, one that tells us whether everything is satisfactory or not. This sense tells us whether or not the Spirit of the Factory is right or wrong.

What does your sense tell you?

I remember my science teacher in school telling the class about a lady, who, seeing a little boy spitting, stopped and asked him what he was doing. He answered, "Spitting". She admonished him and told him he should stop it. He replied, "Alright, but before I do, I'm going to be the best spitter there ever was".

That is the kind of Plant Spirit we want, "THE BEST THERE EVER WAS".

All of us cannot be the best there is but as we each try, we become better than we were. Whatever we do, when we try to do it better than anyone else, we naturally do it better than it has been done.

This effort on our part reflects the Plant Spirit, for as we all strive to reach our own goal of being the best, the Spirit of the Plant becomes that of friendly rivalry, of cooperation and satisfaction. When each of us has been told by our extra sense, "There's a job well done", the Spirit of the Plant seems to say, for all to hear, "Here is the best product money can buy". It has been made by men who are satisfied with nothing but the best, and we are satisfied.

If you want to spit, be a spitter, but be the best spitter there ever was. I believe Benjamin Franklin in "Poor Richard's Almanac" when he said, "A thing worth doing, is worth doing well".

The satisfaction to one's self, of knowing that he did the best he could, is gratifying and is evident in the quality of his work.

Let us keep our Spirit "THE BEST THERE EVER WAS".

RYAN CLUB LIFE

RYAN CAMERA CLUB IN FULL SWING

On Wednesday Evening, February 5th, the Ryan Camera Club had its first meeting. BILL KELLER, of Engineering, was appointed temporary chairman pending the election of permanent officers.

There were about 30 Ryan people at the meeting all of whom enjoyed every minute of the three hour meeting. There were several showings of interesting pictures, such as 200 feet of film taken at the 1941 Pasadena Rose Parade and 400 feet of 16 mm. Kodachrome Color film of the Ryan STM-2 Seaplane.

The members of the club are now in a position to secure all types of pictures both interesting and educational. They welcome all types of Cameras into this club and plan to have many interesting meetings where instruction in picture taking will always be foremost.

It is interesting to note that the club as a group can affect worthwhile saving on the purchase of camera supplies.

The members wish to stress the fact that this club is for all types of picture taking. "Amateur Photography at its Best" is their motto, and they are sparing nothing to make this possible.

Anyone who is interested in this fast moving group of "Camera Bugs" should get in touch with "Ace" EDMISTON, of Layout; BILL KELLER, of Engineering; or Edward BERLIN, of Engineering.

The place of the next meeting will be announced in the next issue of YOUR Ryan Flying Reporter.

* * * * *

HOW ABOUT A HORSE BACK RIDING CLUB



RYAN TENNIS CLUB TO START LADDER PLAY

The Ryan Tennis Club got off to a flying start at its initial meeting held Friday, February 7th. An idea of the enthusiasm of its members may be gained from the fact that three of the twenty men that turned out for this first gathering are on the third shift.

CARMACK BERRYMAN heads the ladder committee which includes JIM HOBSON and GEORGE BOWDEN. This committee has already formulated a set of rules for challenge matches which are to begin immediately. ARNOLD MEYER has been selected to manage the club.

Initial rankings have been determined by the committee on the basis of past playing. All men who feel that they "might just as well beat that fellow" are urged to become active. This very definitely includes men from all shifts.

A ladder box is being constructed, and will be mounted in a prominent place. Watch for the announcement of the next meeting, and be sure to attend.

* * * * *

DRAMA CLUB ACTIVITY TO GET UNDER WAY

THOMAS EMMONS, of the Inspection Department, and a group of Ryan Employees are very much interested in Drama. They are anxious to get started on rehearsals for the first Drama Club Play to be staged sometime in May. They are in need of several fellows and girls, so that a strong cast can be built up for a successful "First Night"

They hope that there will be many volunteers for this club as it can become one of the most useful clubs in the Ryan Recreation Department.

They have already chosen the play and are ready to get going as soon as there are enough interested employees to make the play a success. There are so many ways that this club can be of help to the Recreation Department that all interested in Drama should turn their names in at once so that rehearsals may start without delay.

S P O R T S

SECOND HALF BOWLING COMPETITION---HOT!

There is plenty of spirit shown as the second half of the split-season of the Ryan Bowling League is well underway. There really is a lot of HOT competition as many of the teams are trying to hold the top spots, and the underdogs are scrambling for the top five rungs in the Bowling Ladder.

M. Marco's 273 game is still high by quite a safe margin, not only in the Ryan League but in the entire City of San Diego. To him we say "Nice Rolling" The standings at the close of the fourth week of competition are as follows:

TEAM	WON	LOST
OFFICE	13	3
INSPECTION	12	4
SUB-ASSEMBLY	10	6
SANDBLASTERS	9	7
FUSELAGE	9	7
FINAL-ASSEMBLY	8	8
MANIFOLD	7	9
EXPERIMENTAL	6	10
TOOLING	6	10
SHEET METAL	5	11
ENGINEERING	4	12
CONTRACT PLANNING	3	13

* * * * *

RYAN HOOPSTERS PLAYING IN TOUGH LUCK

With the first half of the City Commercial Basketball League a thing of the past, the Ryan Team is out to break a streak of tough luck that has been with them for the past five games. All of the games that the Ryan Boys have played in have been settled with a point difference totaling 16 points for the five games. The last half of the schedule is far from easy, but the team is really ready to put all they have into it and "Play for Keeps" in every game. All of the boys are in perfect physical condition as well as in a very good frame of mind.

We ask that as many as can come out to the games be there as it helps the team to know that there are some backers in the stands that are pulling for them to hit the "hoop". Come on fellows let's give them some support.

FIRST BI-MONTHLY GOLF TOURNAMENT HELD AT LA MESA COUNTRY CLUB

Seventeen of Ryan's "choice Divot Diggers" turned up at the La Mesa Golf Club last Sunday to fight it out for supremacy of the links. The fellows report that they had a great time and their only hope is that there will be more fellows on hand to compete in the next tournament to be held sometime in April.

None other than "Our Pal", M. Marco with his new set of matched clubs, was the winner with a 94-26-68 net. He was playing by far the best golf of his recent comeback. GEORGE DEW, of the Inspection Department, pressed him all the way and finally wound up in the second spot with a 98-25-73. George was just a little off his game, so we look for some hot competition from him in the next tourney. Not to be out done, the Time Keeping Department, sent their star HARRY KISTER into the battle. Harry won the low gross honors as well as coming in third in the net play with an 88-11-77.

We hope that all of the Ryan Golfers from all of the shifts will turn their names into the Personnel Office so that we can have a much larger tournament as well as form teams to compete in the Aircraft Golf League, along with Solar, Rohr, and Consolidated. Come on fellows, let's make Ryan the Aircraft Golf Champs.

There will be a sign at the "Guard House" displaying the time and the place of all of the remaining games that the Ryan Team will play. The schedule for the second half is as follows:

Thursday, February 6th, San Diego High, 9 PM
Ryan Air vs La Jolla Surfers.
Tuesday, February 11th, Municipal Gym, 7 PM
Ryan Air vs H & H Malt Shop.
Thursday, February 20th, San Diego High, 8 PM
Ryan Air vs Veterans of Foreign Wars
Tuesday, February 25th, Municipal Gym, 8 PM
Ryan Air vs Camp Moreno.
Wednesday, March 5th, San Diego High, 8 PM
Ryan Air vs Neighborhood House Juniors
Tuesday, March 11th, San Diego High, 8 PM
Ryan Air vs Coronado Crowns.
Wednesday, March 19th, San Diego High, 9 PM
Ryan Air vs Mint Cafe.

1881



RYAN

Flying Reporter



FEBRUARY 28, 1941

Vol. 1

No. 5



FIRST LOW WING
PRIMARY TRAINERS
EVER PURCHASED

BY THE

U.S. ARMY
AIR CORPS

ST-3, READY TO ROLL!

With C.A.A. static tests for the ST-3's Approved Type Certificate out of the way and tooling for the new job practically completed, the Fuselage and Wing production lines, and the Final Assembly department will soon lose that recent vacant look which followed completion of the export STM-2 trainers.

A greater volume of the famous Ryan Trainers than ever before will soon fill the Final Assembly floor as the new planes near completion before their test flights, and when the latest factory addition for sub and final S-T assembly is finished PRODUCTION IN A BIG WAY will begin in earnest.

For the past two weeks EDDIE OBERBAUER, his right-hand man, BUD MEIXNER, and the rest of the gang in "Experimental" have been burning the midnight oil getting the ST-3 ready to leave on demonstration flights. When the "X" plane takes off from here, probably the latter part of the week, in the capable hands of BOB KERLINGER (from across the field at the Ryan School) it will be equipped with a transparent sliding hatch, cabin heater and a "dummy" landing gear controls. Briefly, the new job has caught the attention of important people!

The first production job of the new series is now on the Final Assembly floor where JOHN VAN DER LINDE and his boys are getting it ready to hop to Wright Field, with test pilot JOE RUST at the controls, for the Air Corps' final test flights. After that we'll be through talking about the "ST-3" and begin to refer to the "PT-21" which is the Air Corps' official designation for the job.

Still later we'll have some "NR-1" planes going down the production line, and these will be for the Navy.

Last week was a busy one for the Engineering Department with C.A.A. static tests of the ST-3 being run under the direction of W. M. "MAC" CATTRELL, Project Engineer, assisted

by BOB JOHNSTON, BILL STACKHOUSE, and Engineers PYLE, ROSACKER and BORDEN.

The latest of the Ryan low-wing open cockpit trainers bears the well-known "S-T" designation and in general has the appearance with which we have long been familiar, but otherwise it is an entirely NEW airplane. It has been designated and built to take advantage of the lessons the Company, its pilots and engineers, have learned by years of production experience with this basic type.

The first of the new Ryan ST-3 models are powered with a radial engine - a Kinner five-cylinder air-cooled model. However, it is also available with the familiar in-line Menasco engine if the purchaser specifies.

Many important changes over previous Ryan trainers have been incorporated in the new ST-3 model. The fuselage is wider and longer, assuring roomy cockpits for student and instructor. The entire treadle-type landing gear unit has been changed and allows for several wheel and brake combinations. Tread has been increased by more than a foot and the wheels are now set further forward. The familiar streamlined wire-braced wings are used, but they now have a 4°10' sweep-back. The ST-3 fuselage remains of semi-monocoque stressed metal skin construction.

Much thought and planning have gone into its design, and into the tooling and jigging for the new plane as it is to be the Company's main contribution to National Defense, since it has been selected by the Government as one of the primary training planes for mass production under its type-standardization program.



RYAN FLYING REPORTER

Published by Employees of the
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through their Welfare Department

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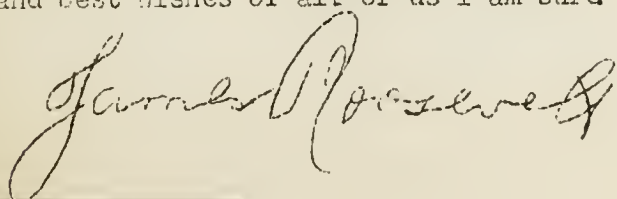
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One of the Flying Reporter's enterprising reporters, Tommy Emmons, has shown his aptitude as a demon newshound, turning up for this issue with the following exclusive statement on aircraft and National Defense from the President's son, JAMES ROOSEVELT:

EXCLUSIVE TO RYAN FLYING REPORTER

Having seen the growth of Aircraft as a weapon for defense increase so amazingly in the last few years, it is good to see in our own "back yard" here in San Diego, an equally progressive advance. You who build this strong arm of safety have the thanks and best wishes of all of us I am sure.



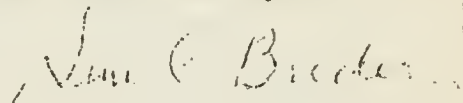
FROM THE FRONT OFFICE

All Ryan employees will be interested to know that we are just in receipt of the letter from China, quoted below:

"I returned from Chungking about two weeks ago and during my visit discussed this matter with various officials in the Government, and Commission of Aeronautical Affairs, as a result of which I gathered six Ryans were destroyed during the bombing of Loiwing. There was no opportunity of saving any of these planes, although most of them were completely assembled and had already been test flown, as the raid was a complete surprise and there was no time to fly them to another field. This is rather unusual as the Chinese have an extremely efficient communication system and the first alarm is generally sounded an hour and the urgent alarm twenty minutes, before a raid. However, Loiwing being in the back of beyond has no towns or villages in the surrounding vicinity and so the first intimation of a raid was the actual dropping of bombs.

"In addition to these six planes, two more were destroyed during a raid on Kunming. Furthermore one plane cracked up and was destroyed enroute from Kunming to Chengtu so the supply will probably not last very long.

"Generally speaking, I am pleased to advise that both the pilots and officials are very satisfied with the Ryans."

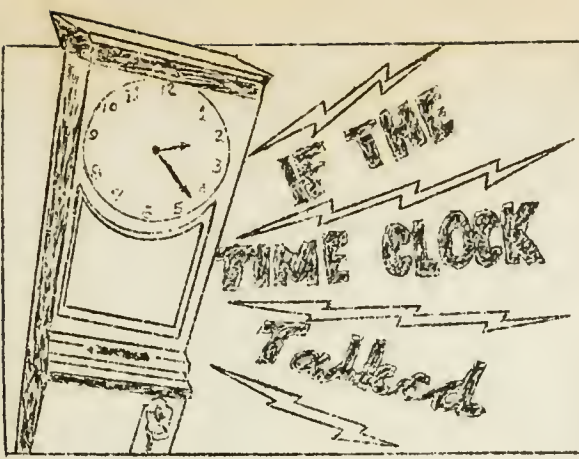


NOTICE REGARDING STATE INCOME TAX

The Personnel Office is glad to announce that there will be a member of the Income Tax Board present in the outer office of the Personnel Department, Monday and Tuesday, March 17th and 18th between 2 and 4 p.m.

This man will be there for a two-hour period each day, at which time he will answer any and all questions pertaining to the STATE INCOME TAX. This applies to all of the Personnel of the Ryan Company.

M. MARCO
Personnel Director



MEET THE TIME CLOCK !

THE TIME CLOCK KNOWS

There are many time clocks in many places. We're going to imagine they can see and hear and talk. It may be one or the other of them which will begin to tell some of his stories in this column.

Every worker in his department looks him straight in the face every day and he has seen many of them come and go.

And the time clock hears about every thing that goes on around him too--- good news and bad.

He has hung up there on the wall for a long while and he's had plenty of time to tick out plenty of thinking. All this has made the time clock a wise old bird. He understands people---he's keen and practical and sympathetic and up to the minute.

It sounds funny but the people who "punch" him are his friends! Among other things every "punch" which he registers shoots a thrill through his wheels because he knows that one of his pals reported for duty safely or has just completed a part of a safe work day.

When the time cards don't move "in" and "out" as they should, the time clock soon learns why. Remember--The Time Clock Knows! Read what he says!

to be safe
is
to be thrifty

NAMES to remember

With the European situation rapidly approaching the expected Spring climax, American aircraft are going to be more in the news than ever. In order that our employees who are so deeply interested in aviation may be able to identify the various American aircraft participating in the conflict abroad with the British forces, the following list showing the British names for these planes will be of interest in helping to identify in your minds the particular airplanes as they are referred to in the news reports.

CARIBOU (Bell Airacobra)
BUFFALO (Brewster)
MOHAWK (Curtiss P-36 Pursuit)
TOMAHAWK (Curtiss P-40 Pursuit)
LIGHTNING (Lockheed P-38 Interceptor)
MUSTANG (North American's new Allison powered pursuit)
LANCER (Republic Pursuit, formerly Seversky)
VENGEANCE (development of the Vultee Vanguard Pursuit)
LIBERATOR (Consolidated four-engine B-24 Bomber)
CLEVELAND (Curtiss Navy Helldiver)
BOSTON (Douglas DB-7)
DIGBY (Douglas B-18 Bomber)
MARYLAND (Martin 167 twin-engine Bomber)
BALTIMORE (Martin Bomber--probably their Flying Torpedo)
CATALINA (Consolidated PBV Flying Boat)
HUDSON (Lockheed Bomber)
VENTURA (new Lockheed Bomber, development of the Lodestar transport)
BERMUDA (Brewster Navy Fighter-Bomber)
MARTLET (Grumman Fighter)
HARVARD (North American Basic Combat Trainer)
YALE (North American Basic Trainer)
CHESAPEAKE (Vought-Sikorsky Navy Bomber)

The Boeing B-17 Flying Fortresses which will probably soon go to England have not yet been given a British name nor has the Douglas Twin-engined B-23 yet been given its designation by the English.

HERE AND THERE IN THE SHOP

INSPECTION DEPARTMENT by George A. Dew

The first day the 2,000-ton steamer "Chamberlain" went aground in the bay, JOE JOHNSON took "ACE" EDMISTON, DAN HARRISON, WALT STEVENS and yours truly out in his boat to take a look see. All went well until they arrived at the scene of the grounding. THEN, they too went aground and, as a result, took quite a ribbing from the sailors aboard the "Chamberlain".

After much rocking, damming, and pushing with a pole, Skipper Johnson "ungrounded" his craft, whereupon a sailor aboard the steamer yelled in a well-modulated scream, "Now lend us that pole!" (an impulsive fellow.)

The other night J. H. SIMPSON of the Inspection Department, who rooms with CARMACK BERRYMAN of the same Department, woke up in the middle of the night feeling that he was catching a cold. He decided to use a little "Wick's" in his nose to kill the cold. Being a considerate young man, and knowing his "Vicks" was on the bed table, he never turned on the light, but reached until his hand encountered a bottle. What he used didn't seem to help his cold, so he got up and turned on the light, and discovered he had used "INK".

To date we have received one challenge to our claim of being superior in sports. The Production Planning Department has challenged us to a Badminton match, which we will report on in the next issue.

We have teams ready, willing and able to accept and meet all challenges in Softball, Swimming, Basketball, Rifle Shooting, Sailing, Power Boating, Cycling, Golf, Tennis, Handball, Archery, Badminton, Bowling, Checkers and "STUFF". We really mean TEAMS, too. We guarantee to meet all challenges within one week. Come on, let's have some opposition. Our team members are drawn from the Inspection Department ONLY.

Say, Larry, we surely appreciate that Golf Clinic. Why can't we get more out. It's free, and we get lessons from some of the best "pro's" in town. Last Tuesday there were about fourteen there. Messrs. FINN, BOWDEN, WILLIAMS and yours truly of the Inspection Department were present.

EXPERIMENTAL

by Eddie Oberbauer

"CAPY" CAPRON is our ace now. He can fly alone. If anybody should hear some unusual dive-bombing, it could be "CAPY".

Imagine selling your home (\$\$\$\$\$), then not being able to rent another and ending up by living in a boarding house. That's our WALLY EUTNER and family.

Flight test section, along with final assembly looks awfully slim now. They say it is all because of Experimental. I don't believe it. Incidentally, we have a #3 mock-up over here now. TEX MARLEY can't understand why we should be building a covered wagon in an airplane factory. Stick around TEX, you'll see more yet.

Boy! Has the C.A.A. been piling the lead on our airplane? Not being able to break it that way, they tried to shake it to pieces. I don't believe they trust our work!

BUD MEIXNER managed to chisel one of C. W. KIRBY'S empty cigarette packages (Wings). They sent it in hoping to win a Piper 65 Cub. How about a ride, Bud?

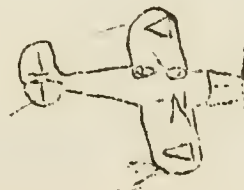
Seems we have a little rivalry between our aces MEIXNER and CAPRON. He who arrives at the airport first after work flies the airplane. Our present overtime work seems to upset their schedule.

If anybody should want any information as to the value of food in calories, see C. W. KIRBY (the Experimental boys will verify this statement).

It's not true that CLINE sold his chickens to test pilot JOE "RUSTY" RUST, but CLINE does want to know if it's eggs JOE carries around in his car.

Say, Don, I really did not go to Carlsbad last Saturday.

I see that our boss, MEL THOMPSON, finally got away from the Willys. He sprouted out with a new Plymouth the other day. It sure must be nice to be a plutocrat.



Remember us? Here we are again, and you are probably saying, as did the needle to the nudist, "So what".

Despite the fact that ROMAN "SCOOP" MORKOWSKY interviewed every man on the night shift, including DAPPER DAN BURNETT, he still doesn't believe it's true what they say about the Chinese. His wife bakes the best chocolate cake I've ever wrapped a lip over. If you don't believe me, ask "BUTCH" ORTIZ. If I could find a girl who dishes up a meal like MRS. CARL THOMAS and bakes cakes like MRS. MORKOWSKI, I'd consider matrimony myself.

FRENCHIE FOUSHEE says he's cutting his wisdom teeth. Oh! you think it's about time too, eh?

That bout between "NEWSBOY" BROWNIER and R. A. WILSON will be settled by a dual--marshmallows at forty paces.

The peanut stretcher R. T. LANE, invented really works, as I saw "COWBOY" BILL BICE, "SCOTTY" BERR, RED HAMMOCK, J. O. SMITH, BOB FULLERTON, FLOYD BENNET, and BUTCH ORTIZ all dipping into the little bag of peanuts that SMACK BURBANK brought to work.

The little girl at LaRonda says she likes RED BECKER'S smile. She says he's cute and looks like the Campbell's Soup Kewpie. "GUTTERBALL" FERGUSON, the bowler, says his new family is doing fine. SAM BOOTH has nothing against foreign relations, provided they don't come to live with him.

We are happy to announce that MRS. CARL KRUGER is home from the hospital and on the road to rapid recovery. We knew a doctor once who was so absent minded that he operated on a woman five times and then forgot what he was looking for. Finally he installed a plate glass, so that he could go window shopping. Tsk, Tsk.

R. W. ANDERSON drove to Los Angeles to meet his wife who came out from Ft. Collins, Colorado. While in L.A. they visited more places than Wendell Wilkie. ANDERSON by the way, used to work for Henry Ford, the vibrator expert.

H. J. POWLEY is trying to swap his parts truck for a Good Humor wagon. STEVE DEVER looks like a floor walker with his yellow Tag Day Specials.

BOB SWAFFORD: "How can I get hold of Mr. Marco?"

E. P. MALLOT: "I don't know, he's pretty ticklish".

DAVE WEMPLE says that now that his boys know there isn't a Santa Claus, he had to promise them each an Easter Bunny, and speaking of bunnies, CERTIFIED SAMMY SALLA, says his rabbits may be able to multiply, but it takes a snake to be an adder. Since DALE FARIS had his car fixed, it runs like a churn; pardon me, I mean charm. The reason RED SCHAEFFER is wearing the fedora, is that he's been chilled to the bone. J. R. EXLINE has bought so many attachments for his car, that he's afraid the sheriff will provide the last one.

OUR DAILY CUSS-WORD PUZZLE. There are about three hundred men on the Second Shift, and there are sixty parking spaces marked off for the Second Shift, half of which are filled up by the day crew -- well, you figure it out. Last night I parked half a block this side of the Plaza.

Did EDDIE WEBER ever use the hair tonic he received for Xmas? He certainly has a fine head of skin. FRANK BENNET by an almost unanimous vote was acclaimed the most popular plant policeman. ROSS "HAP" MILLER made several chairs and a table for a breakfast nook, all out of his own head, and had enough wood left for a footstool, he said.

Note to BILL WIMMER: Don't let the razzing get you down just because the invention didn't work the first time, Bill. It was a good try and maybe the next one will click. Just remember, a guy never hit the ball as long as he kept the bat on his shoulder. Better luck next time.

HANK DAUM: "Don't worry, when I first came here I didn't have a shirt to my back." M. R. SANCHEZ: "What have you now?" HANK: "A shirt."

NEARY won the wrestling match with the weld pounding machine. Best two falls out of three, but it was a tough match. The guy who stole CARL THOMAS' tools is low enough to steal whiskers off a barber shop floor.

That inverted slot machine with the paddle wheels and built in jackpot is a 1926 Overland and is driven by "GUS" GUSSMAN and CHARLIE SHAPTER. No matter which one drives it, it goes steady by jerks. P. T. BUSH remembers when CEC FARRELL was the third jerk from the end on the high school tug-of-war team.

EARL MUNDELL'S girl thinks he is a baseball player - she calls him DIZZY

If it is possible for me to find out through the "Ryan Flying Reporter" of any members of the National Commandery, The Naval and Military Order of the Spanish-American War, who might be working for the Ryan Company, I would indeed appreciate that courtesy. I am a Junior Life Member of that organization and therefore I would like to know who (if any) they may be.

Everything is going on very smoothly in our department. We are sincerely grateful for the things we have to do each day. We certainly appreciate the many "Thank-you's" extended to us by the boys from the other departments, for our services rendered. SERVICE WITH A SMILE---is our motto.

There seems to be some talk about us having a new work shop. We hope this is true and that the Ryan Company will install a "Salted Peanut Dispenser" near JACK PENT'S desk, especially for him. The poor guy is knocking off weight from the extra steps he has to take each day, running to the lunch wagon at noon for that nickel bag of peanuts.

* * ** * *

Au Revoir

For about a year and a half there was a man in the Manifold Department whose cheerful, fun-loving personality made Ryan's a better place to work. A few days ago he passed away but his happy spirit is still with us. Even though his passing marks an unhappy day for us and his wife and son, we all are indebted to him for making our lives a little richer, a little fuller.

According to good authority that bourne from whence no traveler returns must be a pretty nice place. Having known him, we know that, wherever it is, it is an even nicer place by virtue of "DAD" BENNET'S thoughtful, kindly presence. And so, Dad, from those of us who knew you but slightly to those who loved you well, it's not goodbye---just--- Au 'voir.

"Chief" CHRISTIAN was having trouble getting a grip on his torch the other day, and it seems as though a little Gew-Gaw was the trouble. Chief accused everyone but the right one. It could have been somebody getting back at him for a wet seat that happened the day previous. Give it a thought, Chief.

AL SCHELL would like to know who the party was that is responsible for his toppling from his lofty perch? I'll tell "ALL", Al. It was only a poor little match that caused the trouble. If you don't believe me ask GEORGE LANE or SLIM LADROOT. They stood by and watched the match crawl into the place instead of the steel pin that was supporting your stool. How's about it BOYS?

PAUL VEAL has new car troubles. If you doubt my veracity, note the worried look on his face, or is it a new addition to the family shortly?

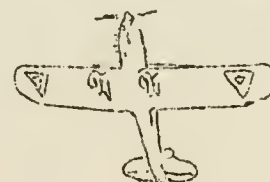
A certain foreman was a little late the other day. Could it have been a "Poker Party"?

In all sincerity I wish to commend the Plant Police on their splendid work and I know that all the fellows are trying to cooperate to the fullest. There is one particular officer who is a bit hard on us fellows we think, as he takes his stroll through the Manifold Department about the same time every morning. Your scribe is one of the fellows who is trying to cooperate regarding badges, but these cold mornings with everybody having the sniffels and wearing their jackets for a while 'til it warms up a bit, some of the badges do get out of sight now and then.

The prize of the week goes to BOB GARDNER and NOEL BOOTH. It goes like this---Noel came to work the other morning with a pair of muddy feet. BOB said to NOEL, as the whistle blew, "You go out and wipe the mud off your shoes". NOEL looked up and said, "What shoes?"

So as the 7 o'clock whistle blows, my parting thought is this:

If I should die before I wake,
Please take care of my Ponti-ache.





thoughts worth thinking

THE SURPRISE

George felt called upon to give some "expert advice" when he saw how fast Harry worked. "You'll work yourself out of a job", he said, "and if you work so fast the first day you'll be expected to keep it up all of the time."

"I'm not worrying about that; I like to work," laughed Harry.

The days passed, and still Harry kept busy at his new job.

"Harry, you work as though you were the owner of the place," spoke George again one day. "How much are they paying you?"

"Oh, enough for a beginner," was the reply; "why?"

"If you're not careful, you'll be doing twice the amount of work you're paid for," warned George.

"I'm not worrying about that either!" chuckled Harry.

And shortly after, George wondered why he was let out, and why Harry Received a promotion!

* * ** * *

LIBERTY

From ancient and distant shores,
May be heard the cannon's roar.
There men cease to be free,
Or know the name of Liberty.

While close to the Land we hold so dear
Dark clouds of war are gathering near,
To threaten our glorious Liberty
Which was won for you and me.

Then let us some wisdom borrow,
From other Nations in their sorrow.
Our fate to theirs will not compare,
If we continue to adequately prepare.

So let us pledge our hearts anew,
To the Flag of the Red, White and Blue,
As united under her colors we stand,
To preserve the Liberty of our Land.

by Lula Martin

DISCONTENTMENT

"Ho Hum, I think I'll look for another job", is a remark often heard from someone who thinks the grass is greener on the other side of the fence. (Illusions, that's all)

Before you change your job or town, to better your conditions, suppose you try changing your mental attitude, associates and habits; then go to work and work harder than you ever worked before. If these don't bring desired results, you may rest assured, you would have been a failure in the other town or the other job you might have tried.

* * ** * *

GET YOUR OAR IN, TOO!

Let's Have Your Contributions.

The RYAN FLYING REPORTER is off to a good start and I think we'll all have to admit that the last issue was miles ahead of the first number which came out on New Year's Day.

However, to keep growing and to make the FLYING REPORTER the readable, interesting journal it can become, we need everyone's help and suggestions.

There are three things YOU can do:

1. Turn in your own contributions; either about your department, or upon any subject you think will be of interest to other Ryan workers.
2. If you've read something lately which you think will be of interest to others, clip it and the editors will condense or re-write it for our own magazine.
3. If you can draw, let us have your cartoons as we can now reproduce them, or if you can't draw, give us your ideas for a cartoon and Lee Esterdahl or someone on his staff will draw them up.

The guards will accept all contributions as you pass in and out of the gate.

M. Marco.

RYAN CLUB LIFE

RYANETTES

BY

Mildred Alkire

CAMERA CLUB TO HOLD MEETING

All of which reminds me !!

The women of America today, -like our Mothers in 1916 - are beginning to sense a new challenge. Once more we are having an opportunity to assist those who are called upon by Uncle Sam to insure the freedom of our living. The Ryan girls are honored to be a part of the pulse-beat of this new industry which has survived its infancy and is now awakening to become the world's foremost leader. Gentlemen of RYAN - the RYANETTES salute you!

And now from the sublime to the ridiculous. The question these days, instead of being "Honey, are you making any money?" is, - "Honey, what is your conscription number?", all of which reminds me ---Helen Butler has a beautiful carat on the third finger, left hand -- I wonder if Ed knows a Senator. Oh yes, and Betty Frank still hasn't given an answer to the question of why she doesn't object to having two days off in a row -- could it be that the little lady must clean a cottage for two? , which reminds me, Lenore Barr and husband are building a new home hrm---

We welcome Wilbea Jackson into our midst --the word midst reminds me that we "missed" Dorothy Manning on her birthday - (I know it is a terrible pun, but at least it has given me an excuse to say, Congratulations to Dorothy) --and all of which reminds me, Congratulations to Kay Mansfield, Good Luck and Goodbye. She is leaving us for Civic Service over at North Island. However, she has promised to attend the Ryanette's Luncheon Club from time to time,

All of which reminds me that Mary Fred's boy friend would like to know ahead of time the day the Ryanettes have their Luncheon, so that he too might enjoy Bernardini's well-known seasoning --(could he mean onions?). I fear the gun machine was overworked, all of which reminds me we had twenty-three girls turn out to the Luncheon and James Phillips (how did his name get in a girl's column) says we need

The Ryan Camera Club will hold it's regular monthly meeting, Monday, March 5th, in the Conference Room of the San Diego Chamber of Commerce.

Bob Johnson and Ray Pyle, of Engineering have some interesting color slides that are to be shown at this meeting. Another interesting attraction will be the showing of the movie film from a Los Angeles Concern on Color Meter Tests and Reversal Process. A. M. Larkin will have several prize winning "still" shots on display which will be very interesting to those interested in that type of photography.

The election of the club officers will be held at this meeting. For this reason it is important that all of the "Photo Fans" of the Ryan Company be on hand.

It is to be remembered that there will be available 8 mm. and 16 mm. projectors, to be used in showing any pictures that may be of general interest to the club as a whole.

* * *

DRAMATIC CLUB

by Tommy Emmons

Negotiations are being made for a two-act comedy and rehearsals will start in the very near future.

The Ryan Dramatic Club is still short the required number of members. It is not imperative that members have previous stage experience. All we need is plenty of enthusiasm and the desire for enjoyment. There is no professionalism connected with this club whatsoever, so that makes us all amateurs. Whether you are tall, short, fat or thin, there is a part for you, a lot of fun for all, and by all means, a great help to the Welfare Department. All who are interested, please contact the Recreation Office or Tommy Emmons, or Manifold Inspection. Don't hold up production folks, let's start ROLLIN'.
more than that, for the word "Twenty-three" is always followed by "Skiddoo", and we aren't going to do that for we are just starting--all of which reminds me--how did this get started? Thanks for listening.

Talk about getting off to a late start! Since becoming a scribe it seems that my life goes swishing by in spurts of two week intervals....

Seems to me there are quite a few new faces in Manifold Assembly. Hi ya, guys. Welcome to the beat and pound department. When you get used to the water cure and the warm washers you'll find it's not a bad place at all.

HARRY ROBINSON'S youngsters are home from the hospital, and doing nicely - thanks. Just to point out the crosses some of us have to bear -- Harry is the proud father of SEVEN children, all of whom contracted whooping cough at the same time! Harry says that it sounded like a grand conclave of the Five Nations..(Indians, - remember?)

ROLLAND WERNER, cheerful right bower of Jimmie BUTLER, is leaving us. As we greet you at the door this afternoon, Rolland will be on his way via Seattle and various way stations, home to Ashland, Wisconsin. As a geographical note, Ashland is on the shores of Lake Superior. According to history, there is another reason for its name. According to Rolland its because of the piscatorial monsters with which it abounds. As a fisherman, R. Werner is an odd sort of duck, in fact, in all of his Waltonian tales, the big ones DIDN'T get away -- at least he's original. He tells me that he is going back into fur farming..Sez I "Fur what..?" Sezee, "Fur Mink and Muskrat". Strictly golden-bantam, but irresistible. Rolland stated that he would be glad to send any of the office lovelies a Mink coat on written application...(COD) Good luck, and let's hear from you, guy.

PAT PATTERSON, Timekeeper extraordinary, is either one of the world's luckiest people, or an exceedingly good weather forecaster. Anyway don't bet him a cigar on whether or not it will or will not rain.

Met the young lady who does the extremely good column called "Office Prattle" ...Seems that she mentioned in a preceding issue something about loud whistles being the lot of ladies who ventured into the shop. Humbly, I insist, if the writer of "Office Prattle" was the victim, the whistles were loud in admiration and were not intended to be anything else. See you later....

"The Engineers, they have no fears, etc." Hi, Gang! We've missed some of the first issues but we'll try to catch the forth-coming ones.

Cigars will be in order this coming March, we hear, and the guy to pass 'em out will be that Herculean of the Engineering Department, (self-made, too) EARL KOPS. The poor guy has been hooked and is getting married. We who have our Anchors have warned him, but it did no good. (Courage Earl)

Tough luck, Girls of the Office, that's one you missed, However, there are still several "Fertile Fields" you can stake a homestead claim on. For details see me...(of course, there will be just a slight charge for this.)

TO THE INSPECTION DEPARTMENT

So you guys think you're pretty good, eh? Well, let it be known we have in our midst "God's Gift" to the Y.M.C.A. (he pounds a typewriter) who'll be glad (I am sure) to accept your every challenge.

If there is anyone who would care to have a liberal education in photography just come up and see us some time. There is always someone who will be glad to show you something that he has just whipped out, and enlighten you on the mysteries of "Photo". Take my word for it they are all experts, they think, I mean I think, I mean I am sure.

CAUTION, don't carry any old coin on your person, for there is a certain guy up here that will snatch you bald-headed for them. Not mentioning any names.

To the rest of the boys in Engineering, if you have any dirt on the fellow you want to get off your brilliant minds, see me.

SO LONG

* * * *

Joe - Do you hear what I hear?

Bill- No, what is it you hear?

Joe - I believe I hear a rapsody.

Bill- Heck No, that's no rapsody, that's Mike in the Sub-Assembly singing the dying Swan Song, after he found out that Linseed Oil makes a poor soldering flux.

more night hawk

JERRY CONNELLY says that when he took his first solo flight recently he felt like a swallow taking off for Capistrano. "SLEEPY" HORN doesn't like his new boots. He thought when he left the farm he'd never have to wear them again, but he says things are pretty thick in the Inspection corner.

Did'ja ever see "EASEL" EVANS and his pretty wife jitterbug? Their specialty is the "Flower Dance from Pillsbury." Watch "HITEY" TASMUSSEN'S war dance some time. If any of youse guys are still reading this stuff, you are really gluttons for punishment. You'd be further ahead if you went to a night school.

NORMAN EDWARDS: "They tell me an army travels on its stomach." BILL JURNLEY: "Not me, I'll join the cavalry."

No, that wasn't a prayer meeting fellows. That was part of the gang trying to make out their Income Tax. All of these mathematics are reasonably honest, subject to referendum and recall, but better pay taxes than belong to the Axis!

Oh! you laddies in the DROP HAMMER Department, this is funny, eh? Well, did you ever try to get out of the door at night, when you were wedged between O'TEN "TALKER AND "HEAVY" FARRELL? It's like trying to nudge an elephant out of a bowling alley.

I may be on the shady side of the eight ball for saying this, but I hear that "CHUCK" KNUCK several times made a three cushion carom off the piano, dining table and side wall, trying to get from where he was to where he had to go, on his day off. Ask him.

BUD FARR says that when an Abyssinian warrior goes to war, he takes his wife with him -- he might as well stay home. BOB MORGAN says that if it's as hot in the next world as it is in front of the heat treat furnace, he's going to mend his ways. Y. ORTIZ tells me his butcher was given a suspended sentence on a promise to mend his weights. "O"!

PICK GILLAM and CLAYTON RUSH are in an argument over whether one fortification equals two twentyfications. COL. LINDBERGH was in Washington at the time the old soldiers had a Bonus to pick with the Administration.

FULL THROTTLE - by W. M. Cattrell

In these days when important things as well as the trivial, tend to be easily forgotten, it seems rather late to mention static tests on the ST-3. Nevertheless, since the completion of these tests and the publication of our last issue of the Ryan Flying Reporter were so nearly simultaneous, this note has been necessarily detained.

Each and every one who had anything at all to do with the preparation and running of these tests knew the importance of his particular part of the program and gave full cooperation in helping to complete them within the time allotted.

The first thought was that the job was an impossible one due to the time limit; therefore, you men have reason to exhibit a certain amount of pride in knowing that you did a grand job in completing the parts and various tests in the manner you did.

Now the task of completing our first production ST-3 within the next two weeks confronts us. To some of us this may again seem to be an impossibility. Let us remember what happened with regards to the static tests. If we will all put in our oar and really pull together, we will again be justly proud when the ship is completed on schedule.

Each of us is familiar with the feeling of pride experienced when a tough job has been well done, so let's all share that feeling and accept the challenge offered by the ST-3 production schedule with the determination to make another record showing for ourselves.

FLOYD BENNETT'S favorite musical selection is, "She was a Butterfly's Daughter, and I was the Son of a Bee." "Well, I gotta go now, I think I hear my draft number calling me."

-- The Shadow

* * * * *

"WANT ADS -- EXCHANGES

If you are interested in a sportsman or camp trailer, all conveniences, contact me any time during lunch period.

Ed. Reinholdt
Sub-Assembly

"YOUR INCOME TAX"

BY J. C. NOAKES

The changes made by the first Revenue Act of 1940 were so far reaching that nearly every person gainfully employed in the United States is now within the scope of the Federal Income Tax Laws. This is because the law requires the filing of returns by all single persons with a gross income of \$800 or more and by all married persons, living together, with a gross income of \$2,000 or more. Accordingly, many individuals who have not heretofore been affected will file a Federal income tax return for the year 1940.

All taxpayers are interested in keeping their income tax as low as possible and the importance of so doing increases as the rates of tax become higher. The obvious and most certain method of saving taxes consists of exercising care to avoid paying more than is definitely required by the law and its interpretation in the Bureau of Internal Revenue regulations, rulings, and decisions. A detailed description of the preparation of a Federal income tax return is not, of course, possible in an article of this nature. However, a brief discussion thereof may be of some value, particularly to those preparing a return for the first time.

Before attempting to prepare the return, the taxpayer should make a careful study of the instructions attached thereto. The captions in the income section of the return are self explanatory and ordinarily, should cause no difficulty. Employees have already been furnished with a slip showing the earnings reported to the Government by

the Company and that amount plus the salaries and wages received from other employers, if any, should be shown as "income" on the return. Interest received on bank deposits, loans, mortgages, bonds (except Federal, State or Municipal bonds) dividends on stock, etc., should also be shown as income.

While the captions under the deductions section are also self explanatory to a certain extent, the instructions attached to the return do not go to the same detail in describing the allowable deductions from gross income as they do in setting forth the items which may not be deducted.

Therefore, to avoid an overpayment of Federal taxes, the taxpayer should check the list of deductions shown below before preparing his return. Although this list is necessarily brief it is complete enough to be generally helpful.

After completing the deduction schedules, it is a simple matter to subtract the earned income credit, personal exemption and credit for the dependents and determine the taxable income (Item 16 on the return). After computing the normal tax at 4% of the taxable income, add 10% for Defense Tax to arrive at the total tax payable.

The Federal income tax return must be sent to the Collector of Internal Revenue, San Diego, California, so as to reach the Collector not later than March 15, 1941. The tax may be paid in quarterly installments but one-fourth of the tax must accompany the return.

In conclusion, it may be well to again suggest that the instructions be carefully read before beginning the preparation of the income tax return.

Automobile Deductions Allowable

Interest on money borrowed to purchase car.
License Fees.
Loss or damage not covered by insurance due to fire, theft, or accident.

Tax Deductions Allowable

Personal property
Real estate
State income
State unemployment contributions.

Miscellaneous Deductions Allowable

Labor Union dues.
Contributions to church, Community Chest, Red Cross, etc.
Fees for obtaining employment.

Automobile Expenses NOT Deductible

Gasoline taxes.
Loss on trade-in.
Expense of travel between home and business.
Fines for violating traffic laws.

Taxes NOT Deductible

Local assessments for paving, sewers, etc.
Inheritance and gift taxes.
California sales taxes.
Federal Old Age Benefit contributions

Miscellaneous Expenses NOT Deductible

Personal living expenses.
Insurance premiums.
Medical and Hospital expenses.

by "THE BAT"

Congratulations to JACK SHERMAN, sandblaster, who is the proud father of a petite 7 lb. daughter, Constance Joan, born February 4th. Mother and daughter are both doing nicely.

A welcome goes to the man from the Buckeye State, DAVE WILLIAMS, new passivating inspector.

EUGENE ERWIN, formerly "Gene" to the boys when in passivating, now insists on being called "Mr. Erwin" since his recent promotion to crib #4. Incidentally, you should see the "snappy" clothes that he is wearing now.

BILL ESTES, our fugitive from a race track, was trying out his Packard the other morning--result a smashed fender.

What night foreman sleeps in the move carts when he should be eating??

WES SHIELDS, of Small Parts has something on his mind (sure enough). We don't know what it is but we think he is contemplating a trip to Yuma in the near future. No, those aren't skeleton bones, in the Graveyard, only his knees knocking.

What's that mournful sound we hear on the graveyard? Could it be "RED" BURTON'S singing or TED O'NEIL'S snoring.

Could it be that BILL BILLS, of Manifold slides around his jig on a stool so his feet will be rested for his daily game of golf, or could it be his fallen arches as he claims.

We are happy to inform you that our sound sleeper is back on his feet again after a few hours sleep.

"SLIM" COLVIN asked BILL ELLIS why he didn't buy a few tools. Monday Bill showed up with a flexible rule. It seems that he has pony trouble. (You know the one that always is last.)

What has "Little Napoleon" SCATES done to the line up boys? They actually meet the schedule now, even throw in a few extras now and then.

"I WONDER"

What man worried the rest of the night after finding an extra sandwich in his lunch? Who can be keeping TED O'NEIL out so late that he never gets enough sleep? What's her address, Ted?

ROSS HAMPSHIRE says, "A certain young lady in Accounting comes upstairs and completely ignores him as soon as she is in a roomful of other men", in fact, so he relates, he stared for fifteen minutes until he was practically "pop-eyed" trying to attract her attention. These Government Men!

When we girls heard that D. Armentrout had bought two Valentines with Lollypops attached, for her boss, our eyebrows went right up, but come to find out, they were for his two little girls -- imagine our disillusionment!

Our own MAURICE CLARK was ill a few days last week. He says that it was his nervous system. We think its all the sighs he got from the fair damsels over his swank new outfit that really caused his nervous condition.

Ask CHET PARKER how much he will take for his newly acquired car after Valentine's Day???

~~~~~  
Why the woe-begone look on DAVE WHITTIER'S face on coming to work Sunday night? Were the boys too good for you Dave.

What fascination an emery wheel holds for JOHNSON?

What bowler takes his "Young Lady" out to teach her to bowl only to win by a slim margin of five points? 153 to 148! Look out, Don, classifications of 1A have been changed to 3A on less than that--our advice is don't make any bets.

If "RED BURTON" has ever asked for an audition on Major Bowes Hour?

Why the beating of the Tom Toms (Hammer-men) takes on a certain rhythm when a guard walks by?

Why, now that this column has started does a certain fellow refuse to take a copy home?

Why "Singing Sam" WILDE ran wild "Dollar Day" instead of sleeping? Did you get any good bargains, Sam? Maybe some of the boys will take them off your hands.

I hear a whining amongst the grave-stones, and it isn't just wind howling. It bodes evil for the Inspection Golf Team. It seems the 3rd Shift is forming the nucleus of a Manifold Golf Team -- Look Out, Inspection, remember what happened to your Bowling Team!



MANIFOLD NIGHTS by Ray Morkowski

Hey there! Take it easy! Of course it's the Ryan spirit to improve continuously, but we are running out of expletives. This last edition of "OUR" newspaper was such a great improvement that words fail us.

If it's agreeable, I would like to suggest and work on an "Inquiring Reporter" column. In your next edition, you could ask the gang to submit questions, and then put the best ones to several of the fellows and print their responses. In this, it would be a good idea to lean toward things concerning work and the factory.

Factory Superintendent G. E. Barton says in the column "From The Front Office": "Let's work with these men (foremen, management and group leaders) because by doing so the success of our production program will be assured."

It's so much easier to work for a fellow when you know him, and "Butch" Ortiz, who represents fellows like Messrs. Molloy, Barton, etc., who can not contact every individual employee, made a swell gesture towards getting better acquainted with the boys by passing out the checks along with a few words of encouragement. We hope you continue this practice, "Butch"

Wanted: One good bear trap for my lunch bag to keep that sweet-toothed bear from swiping my wife's home-made chocolate cake!

Ever since my wife gave "Slim" COATS a piece of that cake for saving book-match covers for her, I've been swamped with covers from every part of the country and its possessions. Thanks a lot, fellows, but we'd have to lease a bakery to repay you.

Fellows, don't envy "RED" HAMMOCK his new work suit and apron. You, too, may get the price for them if you can induce "BILL" CORNETT to indulge in a game of marbles.

\* \* \* \*

FIRST COME FIRST SERVED

There are about twenty memberships available in the San Diego Chapter of the N. A. A. Membership fees are \$3.50 per year, including one years subscription to the N. A. A. Magazine. Those interested please see Mr. Bill Welch in the Personnel Office.

RANDOM THOUGHTS by Genevieve Boyer

Don't you agree with me that it is a genuine opportunity and pleasure to work at Ryan's?

I have never before seen an organization where such good fellowship and fine spirit prevails to the extent it does here. I really find it fun to work here and when I say work is fun, that's something! Of course, I admit from my vantage point on the main corridor that this visibility is interesting and the ceiling unlimited. Would really miss the privilege of answering the friendly "hellos" of the passers-by.

Our Department Heads are all fine gentlemen to work with and for. Their never failing courtesy and consideration (and dry wit that evidences itself so frequently) are well known. No matter how busy any of them are they will always take a minute to help you with any suggestion and usually they have the answer to your particular problem.

I wish I had ERNIE MOORE'S curly hair! To think I have to pay for mine. There's no justice.

The rumor that I am having the edge of my desk upholstered for the comfort and convenience of those who use it as a bench while waiting for G. E. Barton (who said anything about RALPH HAVER) is greatly exaggerated.

Speaking of Mr. Barton, wonder if it would be possible to inaugurate a Traveler System for him so that he could be easily located.

The shades of Joe Miller will never rest in peace as long as GARY (Genius at work) ADAMS is around. Some fun, these puns. Oh yeah!

Now I wonder if I have conveyed the idea that I like Ryans, am proud to work here, think the personnel exceptional, and that I am 100% for "Keeping Ryans a Good Place to Work."

\* \* \* \* \*

THINK!

Even the Woodpecker owes his success to the fact that he uses his head and keeps pecking away until he finishes the job he starts.





# you should know this

## ANODIZING

By Wm. Van den Akker

The subject of Protective Finishes of Aluminum and Aluminum Alloys is very closely related to the inherent properties of the materials themselves. As mentioned in a previous article, the OXIDE of a metal will not rust or corrode, for the simple reason that the chemical action has already gone to completion.

In the ANODIC Process an oxide coating is artificially induced upon the surface of the material, with the result that we now have a covering for the material which will completely resist any further oxidation. The only factor to be guarded against is dissolving this coating.

The Anodic coating is applied as follows: Parts are first thoroughly cleaned, preferably by means of an immersion type of grease removal followed by thorough scrubbing to remove finger marks. Other methods similar to a DEGREASER can also be used.

After the parts are cleaned, they are immersed in an aqueous (water) solution of Chromic Acid ( $\text{CrO}_3$ ), the concentration of which ranges from 3 to 10%. The temperature of the solution is controlled by means of cooling coils and air jets, and is held between 91.4 to 98.5° F. The parts are the Anodes, while the tank is the Cathode. (Note: This electrical circuit is the reverse of Electroplating, hence the name ANODIZING).

Current Amperage depends on the load, or square feet of material being anodized, while the voltage remains constant at 40 volts. It should be remembered that a voltage build-up is necessary, since the full input of 40 volts will have a tendency to form a porous and poorly bonded coating. Eight volts per minute build-up will allow for a tough adhering coating.

A FEW FACTS ABOUT ANODIC COATINGS: If we take a cross section of an Anodic film and examine it under the microscope, we will find that, except for the part immediately adjacent to the material, it is composed of long slender fissures. The best example I am able to think of is a map drawing of an irregular coast line. It is for this reason that anodic coating is one of the best known surfaces for painting. The paint is drawn into these small cavities, and crevices, and adheres very firmly. Paint should be applied immediately (if specified) after anodizing. Do not handle with greasy hands or gloves.

The Anodic coating has a high Dielectric, or resistance to the passage of an electrical current. A means of testing can be accomplished by constructing an electrical circuit containing a light bulb. Contact is made through the part, by means of two pointers touching the surface of the material. If the material is properly anodized no current will flow, while, if the film is insufficient, the passage of electrical current will cause the light to go on.

The Anodic film is very hard and brittle, care must therefore be taken not to bend parts severely which have been anodized. NOTE: The anodic treatment does not affect the heat treated parts, but, since this film is so hard, Rockwell (hardness) tests after anodizing will not give a true indication of the hardness of the material itself.

Another quick test for Anodized parts is the INK TEST. This is accomplished by placing a drop of violet or indelible ink on the anodized surface. Wipe off immediately. If you CANNOT remove the ink, the part is anodized. The reason for this is explained earlier in this article in which the anodic film and painting was discussed. Materials (Aluminum Alloys) containing more than 5% copper cannot be anodized. Any assemblies to which steel parts are attached cannot be anodized until the steel parts are first removed.

The clamps used to hold parts while being anodized are made of Dural (Aluminum Alloy). Parts properly anodized can be subjected to a Salt Spray corrosion test for 5000 Hours without any injurious effects. The anodic coating can be removed by using caustics, and specially prepared solutions, but this should only be done by an experienced operator. Besides the Chromic Acid method for Anodizing, there is also the Sulphuric Acid ( $\text{H}_2\text{SO}_4$ ) method, and the process (Patented) of the Aluminum Company of America called "Alumilite". All give substantially the same results.



Have you seen AL GEE'S new green curtains? They make the place look so "homelike", especially with all those milk bottles sitting around. I'm not one to talk BUT it seems to me he's had an extra lot of stenographic work since he got the curtains — hasn't he, PAT?

There's a new heir expected out the HAROLD BECKS way. He only hopes the big event will take place in time to claim deduction on this year's income tax.

MARGY YOUNGBLOOD makes a trip to the Cavalry Camp at Seely every weekend (in FRED FORD'S car). She claims to have a deep love for horses. Since when do horses wear uniforms. Incidentally, she gave a cocktail party at the Barbara Worth last week — for the horses, Margy?

M. J. LEONARD is better known as "On Again — Off Again Leonard". It seems he can't make up his mind about the mustache situation. Right now it's on — I just looked to make sure — but if it's off before this edition comes out, don't be surprised.

It's wedding bells and orange blossoms for HELEN BUTLER who has just announced her engagement. Helen says her father still has his fingers crossed.

I think I'll start a "Cupid's Corner" for something around here. There seem to be so many people around who want to meet other people and nobody gets to first base. Just tell me who you want to meet and I'll see if I can't fix it up. This is especially for the benefit of GECRAE DEW who is dying to meet BETTY HINES. (Say, if I play my cards right, I may be able to work this into something quite profitable.)

BILL WELCH (a bachelor at that) is buying a house on the outskirts of town. The only explanation he can offer is that a guy's got to have someplace to keep his catchings.

BOB COOPER, better known as Millard Boyd's gum chewing secretary, really keeps the gum machine out of the red. The more work he gets, the more gum he chews. On a busy day, his capacity is REALLY amazing. At least I think two packs are a lot of gum at one sitting.

KAY MANSFIELD is deserting us for a Federal Civil Service appointment at North Island, and from now on it will be gobs of gobs. And just when CHET was getting up nerve to ask her for a date. There's such a thing as being too slow, Chet.

Efficiency experts estimate that 2,643,217 words have been wasted by male employees of the Ryan Company who drop nickels into the hall coke and candy machines, endeavoring, while standing there, to get the low-down on the home addresses and telephone numbers of the secretarial staff.

The Ryan Company has been accused of selecting their secretaries from the studios in Hollywood. However, the truth of the matter is, they come from all points East, North and South (but are, of course, chosen primarily for their efficiency). For instance: Pat Kregness hails from Portland, Margy Youngblood from Birmingham, Eleanor Howe from Poughkeepsie, Sara Braun and Genevieve Boyer from Chicago, Betty Hines from Oklahoma City, Barbara Lippitt from Philadelphia, Betty Frank from Dallas, Betty Forbes from Houston, Marzella Luon from Pittsburgh, Dorothy Armentrout from Newport News, Va., Norace Kirksey from Phoenix, Dorothy Sanford from Yakima, Lorna Warren from Boston, Helen Butler from Raton, New Mexico, and others too numerous to mention.

In the future, as our organization grows, we shall undoubtedly have an increasing number of girls in the office, but we are counting on Mr. Marco, Personnel Director, to keep up his good judgment in selecting "gals" who can not only prove their value as employees but who can also inspire the men to buy them bigger and better candy bars!

Have you noticed how GENEVIEVE BOYER brings the requisitions down to Purchasing one at a time? Of course, that's only on Wednesday, Thursday, and Friday when "Garrett Supply" is in, but I suppose it's only one of those strange coincidences. Oh yeah!

PAT KREGNESS says she never thought she was the athletic type but everytime someone asks her for a date, it's to play Badminton. And here I thought it was BOAT-RIDING!!

Well, I was hoping to stall this off long enough to let you know if it's a boy or girl (how about twins?) out the BECK way, but Larry says he can't edit his paper in competition with the stork. (Gosh, I hope STONEY doesn't see this.)





# SIP (O) R T S

RYAN BUCKET TOSSERS "GET HOT" STREAK!!

Yes Sir! The Ryan Bucket Tossers at this point are hotter than the well known "Firecracker". In the last two starts the Ryan "Gang" have turned in two very sparkling victories. In the first game with the H & H Malt Shop, the "BOYS FROM RYAN" were out in front all the way, winning with ten points to spare. The entire squad played in the game, which was marked with outstanding floor work and many brilliant shots. Sad "SAM GILBERT" turned in a great game playing guard. He was especially good at "Ball Hawling".

In the second game the boys were pressed all the way. At half time they took their rest period on the short end of the score by ten points. However, in the second half it was quite a different story. Capt. DOUG. PASSORE played an unusually fine passing game and was in many ways a great help to the team.

ED HERRON broke for the bucket with the tip off that started the second half and from that time on it was Ryan all the way. With 30 seconds to go and the count knotted at 33 to 33, ED HERRON again broke for the bucket and flipped in the winning 2 points. The work of BUD SHEARER was outstanding as was that of BOB CHASE, MOOSE, SIRATION, WALLY BORDEN and HANSON.

## \* \* \* \* SOFTBALL

Softball practice is scheduled to start, weather permitting, Tuesday, March 4th, at the Navy Athletic Field at the foot of Columbia Street. It is necessary that we get going as soon as possible as we have a lot of work to do.

Please accept this as a personal invitation and come on out and get loosened up in preparation of a great Softball year at Ryans. This is a general call to all softball players so come one, come all. There will be three teams, to take care of the fellows who want to play. We need you all, let us tell you how good you are!!!!

# 279 WOW!

Yes Sir! MOOSE SIRATION, of Sub - Assembly, "rolled" an even 279 in the Ryan Bowling League to top San Diego City Bowlers by a good margin. Moose bowled four straight strikes and in the fifth frame slipped to a nine pin spare. From there out he "cleaned the alley" eleven straight times, for a total of eleven strikes and that tough fifth frame spare.

Nice Rolling, Moose. Every bowler in the Ryan League is proud of you.

It is interesting to note that the 279 is just one pin from a perfect "300". Had that swaying tenth pin fallen in the fifth frame, Moose would have had a perfect game. It is said that a "300" is rolled on the average of once in every 200,000 games.

\* \* \* \*  
? ? ? ? ?

DID HE HAVE A GUN? - That seems to be the question A.J. Leonard has been asking in regard to the Golf Tourney Victory of M. Marco, Director of Personnel. It seems that Bert Leonard disagrees with the handicap rating that Marco used to gain a net score of 68. Marco has put the prize that he won on the block and challenges "Bert" to lift it. We'll be hearing more about this.

\* \* \* \*

WHO WILL ACCEPT THIS CHALLENGE?

The two man BOWLING TEAM of C.A. BAKER and MYRT WILDER, both of Manifold Second Shift, have been bold enough to challenge all comers to a bowling match anytime that is most convenient to those concerned. The challengers say that they are willing to play for money, marbles, or chalk.







Recent newspaper pictures have shown the RYAN YO-51 "Dragonfly" observation plane in active Army maneuvers operating with ground troops in liaison work as called for in Air Corps specifications to which the Ryan Company last year built a number of these planes.

Designed by Millard Boyd and his staff of engineers for operations of a nature requiring entirely new standards of performance, the "Dragonfly" has shown an ability to take off and land within extremely limited areas, and the capability of an unprecedented range in speed from almost a complete "hover" in mid-air to "stepping out" at a fast clip.

The "YO" is able to make almost unbelievably quick take-offs, climb steeply over obstacles, and land at an approach angle that appears to be nearly vertical and with an extremely short roll after landing.

2/28/41





# RYAN

## *Flying Reporter*



MARCH 14, 1941

Vol. 1

No. 6



FIRST LOW WING  
PRIMARY TRAINERS  
EVER PURCHASED

BY THE

U.S. ARMY  
AIR CORPS



EDITOR'S NOTE----Here is the condensation of an article by William S. Knudsen , Director of the Office of Production Management, which appeared recently in The American Magazine. I am sure it will make you proud of the work you are now doing.

## IF I WERE 21

If I were twenty-one I would be a mechanic.

I would try to get work in a machine shop. If that failed I would try for a job in a filling station, or as an apprentice to an electrician or a plumber, or as a clerk behind a counter, or as an errand boy.

I would try to get some work to do with my hands.

Nowadays in America most youngsters want a college education. That is all right. I would probably want one, too. But I wouldn't, if I knew what I know now, let the college education interfere with my practical education as a mechanic. For that I have some good reasons.

\*\* \*\* \*

Every generation must learn for itself. So I will just ramble on, in a casual way, about my experience as a workman and as a boss of workmen, dropping in such observations and anecdotes as occur to me.

There is nothing "humble" about the position of a mechanic. The top-rank skilled mechanic is still the most sought-after and independent man you can find. The place of America today, the American standard of living, depends more on the skill of our mechanics than on any other one class or factor. The genius of America is production; and a large percentage of our productive enterprises are headed by men who have come up from the worker's bench.

Maybe we have gone a little too far in our reverence for book learning; maybe in our concentration on that we have forgotten other things which are just as important. That is, the knowledge of how to work with our hands, how to create with practical skill.

I am not belittling education. What I am trying to say is that a person educated entirely through books is only half educated. There is a kind of practical knowledge and good sense which can flow into the brain only through the use of the hands.

The pioneer's legitimate aspiration for learning has decayed into a kind of snobbery which considers it more honorable to handle a telephone than a wrench; more socially desirable to dictate to a stenographer than to direct a crew of skilled mechanics.

That's not the true American tradition. George Washington was for years a hard-working surveyor; Thomas Jefferson a gifted designer of useful appliances;

Benjamin Franklin a journeyman printer, an inventor, and the best electrician of his age; Abraham Lincoln split rails, kept a store, built and worked on flatboats.

The fact that these men knew how to work with their hands undoubtedly contributed to their hard, practical sense.

What to do about it? Well, I think all our schools should put more emphasis on training in manual skills, give more opportunity for youngsters to test the theories they learn in actual practice, let them compete with one another in building useful things. You can tell a boy what a pump is; but if he gets a pipe, and, by means of a cork on a string, draws water up through that pipe, he really understands what a pump is.

Some colleges are combining the practical with the theoretical. They alter-

(continued on next page)







# if i were 21

CONTINUED

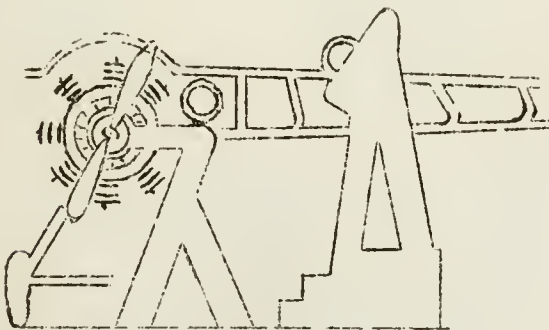
nate periods of study with periods of working at actual jobs. And the best engineering schools are putting in more and more shopwork to supplement the formulas. That is all to the good.

Best of all, if you have youngsters of your own, talk to them. I was going to say, "Preach the nobility of labor", but that sounds too highfalutin. Kids don't need much encouragement. They have the natural creative urge anyway. Just give them the hint and the opportunity and they will be building useful things of their own accord. And if they have friends working along the same line to compete with and compare their workmanship with, so much the better.

The greatest stimulus to skilled handwork is to compare your product with that of some handicraftsman who is better than you are.

\*\* \*\* \*

The good mechanic must be a thinker. Often he might be a slower thinker than the fellow who is a wizard at passing college examinations, but best of all is the man who combines the learning of books with the learning which comes of doing things with the hands. The young man who has that combination need not worry about getting along in the world today, or at any time.



It is a good thing for a young man to try his hand at several different jobs. The value of experience is that it teaches you the things you can't do, as well as the things you can do. After a while you find yourself in a job which you like too well to quit. The thing you like best is probably the thing you are best at.

It has not been so easy in recent years for a young man to try his hand at one job after another. Jobs are hard to get. And there again the mechanic has an advantage. The skilled all-round mechanic, even in the worst of times, is not out of a job for long.

Those who learn about industry from reading seem to think that mass production and the assembly line have done away with the need for skill.

Actually, everything that is made by machinery still has to be made first by hand. And that applies also to all the beautifully precise and powerful tools which make the machinery itself. The process of production in America today requires more highly skilled mechanics than ever before.

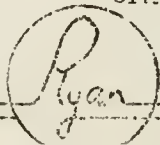
\*\* \*\* \*

The man who has been a mechanic has an advantage in the art of handling men. He has worked with such men himself; he knows their capacities and their limitations. He has been bossed, himself. He knows what makes a good boss and a bad boss. Nowadays, they have a new name for it. They call it "Industrial Relationship". When I first started we called it handling men, and, believe me, I was handled. I was handled by bosses in the shipyards, in the railroad shops, in the bicycle factory.

The boss I liked best never slopped over, but he was square. When he told me he was going to do something for me, he did it. He never told me he was going to do anything to me. He never threatened to fire a man. He just fired him. In other words, he never promised without performing, and he never threatened at all. He was square. That is the foundation of handling men. That's what makes men pull with you instead of against you.

\*\* \*\* \*

What I have been hitting at all along is the false tradition of gentility which prevents many a gifted youngster from following his natural bent. I want to tear down the idea that one honest job is more honorable than another. Honorable work is any work that you do well.





# RYAN FLYING REPORTER

Published by Employees of the  
RYAN AERONAUTICAL COMPANY  
through their Welfare Department

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## Departmental Contributors:

|                     |                  |
|---------------------|------------------|
| Time Clock          | Safety Committee |
| Wing Assembly       | The Kite Maker   |
| Manifold Exhaust    | Brad Harris      |
| Methods Engineering | T. A. McGreagor  |
| Office Prattle      | Betty Frank      |
| Drop-Hammer         | The Rope         |
| The Graveyard       | The Bat          |
| The Ghost Talks     | ???              |
| Maintenance         | Pat Kelly        |
| Manifold Nighthawks | The Shadow       |
| Carpenter Shop      | Carl Huchting    |
| Engineering         | V. J. Parks      |
| Snoop Set           | Brenda & Cobina  |
| Experimental        | Eddie Oberbauer  |

## Organization Contributors:

|                 |                |
|-----------------|----------------|
| Camera Club     | Ace Edmiston   |
| Ryanettes       | Mildred Alkire |
| Drama Club      | Tommy Emmons   |
| Golf Highlights | Walt Walker    |
| Saddle Pilots   | V. E. Mattson  |

The Editors wish to express their sincere appreciation to Sue Zinn, secretary to Bill Wagner, the company's publicity manager, for the finished appearance of this issue of the RYAN FLYING REPORTER. Without her help and interest this would be "just another issue".

# FROM THE FRONT OFFICE

## THE S-T PEDIGREE

Newer employees may be interested to learn something of the background of the ST-3 model now going into production.

Designed in 1933 by MILLARD BOYD and WILL VANDERMEER, present Chief and assistant Chief Engineers, in conjunction with CLAUDE RYAN, the first S-T (Sport Trainer) was built in the school shop with very limited equipment.

Also assisting were DAN BURNETT, present Night Superintendent; ED MORROW, of Methods Engineering; and MEL THOMPSON, Chief Inspector.

The first production plane was completed early in 1935, by dint of much hand bumping (no drop-hammers or presses were available in those days).

Since then about 335 have been delivered, and are in service in all parts of the world, including South and Central America, South Africa, Australia, Hawaii, China, the Netherlands East Indies, as well as all over the United States.

While a few have met with an untimely end, the majority as indicated by the service records, and including the second production plane, are doing their part in the training of new pilots in both civilian and military service.

Many acrobatic contests and cross-country races have been won with this plane, and it has become famous all over the world as the pioneer in low-wing monoplane training.

The new ST-3 has been designed to take advantage of the many lessons learned from operations of the earlier models. Let's all work together to produce many more airplanes worthy of this heritage.

*Walter O. Locke*

Service Manager

Mr. Seaton:

Just a note to thank you and all the members of the Ryan staff for their kindness to me and my family. The flowers were really beautiful.

Again, thanks to you all,

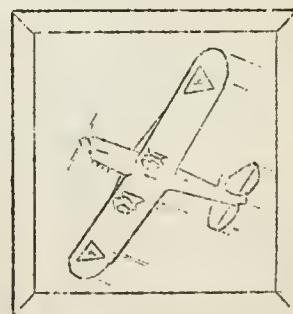
Sincerely,

Mrs. George W. Bennett and Family

Ready to be

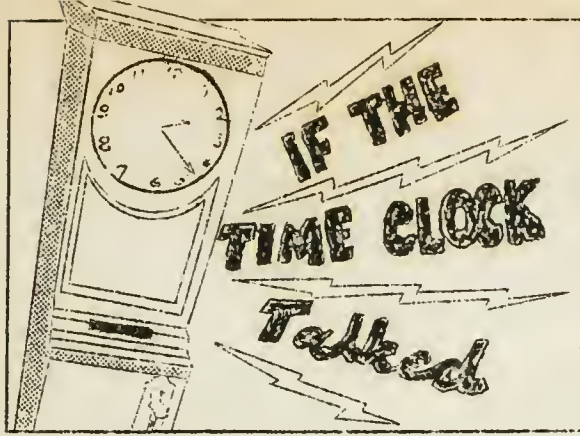
F R A M E D

Don't you think the back cover would make a nice framed picture for the house?









## THE BEST WAY

Rusty is the foreman of Department A. Like a lot of other foremen, there's nothing rusty about Rusty. Guess that's his nickname, because it's just what he isn't!

Swell guy, Rusty! All the boys like him---even Slim who's such a grouch that he'd still be gloomy if every day was pay day.

I heard Jack, The Super, say that Rusty was making a fine production record.

Rusty says that you get an efficient department by getting a safe department.

Why? Just because an accident or an injury stops or slows down things. Stopping machines or slowing down hand work increases production costs.

An injury can put a good worker out of commission and its hard to replace him because it costs money to break in a new man.

Many times an accident wastes or damages material, or machines, or equipment and repairs have to be paid for.

As I get it from Rusty, the best way to do any job is the safe way because accidents and injuries can't happen the safe way.

So the boys in Department A are going places because we don't want anyone to get hurt and because we want to have the best safety and production record in the plant.

# THINK SAFETY ALWAYS

## FIRST PRODUCTION ARMY

### TRAINER TAKES THE AIR

Last issue of our newspaper started off with news that the "ST-3s Are Ready to Roll." Well, by now we all know they are on their way down the production line for Uncle Sam's Defense Program.

Sunday, March 2nd, BOB KERLINGER, test pilot, took off for the east via the southern route in the "X" job, all closed in for winter like an incubator, what with its hatch, heater, et al.

About the middle of the week Claude Ryan, going east by transport plane on business, passed up Bob at Memphis, Tennessee, but we now have it straight from the feed box that Kerlinger landed in Ottawa, Canada, on Thursday, March 6th to be met by Sales Manager SAM BREDER.

Meanwhile here at home, JOHN VAN DER LINDE and the Final Assembly crew burned the midnight oil getting the first production job ready. Along came 4 p.m., Wednesday, March 5th, and cigar-smoking test-pilot JOE RUST took the first production Army ST-3 trainer into the blue for the first time.

Much to everyone's surprise we discovered the first ship was designated PT-22, instead of PT-21. An investigation with Service Manager WALTER O. LOCKE disclosed that the 160 h.p. jobs will be designated PT-22, and the 125 h.p. ships PT-21.

\*\*\* \* \*\*\*

### CAMERA CLUB HOLDS ORGANIZATION MEETING

The Ryan Camera Club is in full swing!! At their last meeting, in the Chamber of Commerce Conference Room, the election of officers was held with BILL KELLER accepting the President's Office, ED BERLIN assisting him as Secretary-Treasurer, and "ACE" EDMISTON as program chairman.

This is one of Ryan's most interesting clubs, with a variety of interesting pictures and general photography helping the theme of every meeting.

The members of this club are interested in having all those who like to work with photography and its various branches join them. The next meeting will be announced in the next issue of your Ryan Flying Reporter.



More Manifold Exhaust

DAVE PIERCE of Small Parts is issuing loud strident calls for horn tooters of all sexes, volumes and qualities. Says the band needs some more noise makers---also a twelve cylinder horn tooter to take over a bass horn that's kicking around wherever it is the band practices. See Dave about it...He's the cheerful little guy you'll find most any time over near the windows in Small Parts.

Somewhere, someone said that when a woman is not feeling too happy, a new hat is a sure cure for the blues....Perhaps, but if you want to see a shining face, take a peek at MICKEY MEYER. Must be that new Dodge....couldn't possibly be that cap he wears.

JOE LOVE is getting up a golf team to take up the gauntlet tossed by the Inspection Department. Those guys better watch out....there are an awful lot of real low eighties hiding out among the jigs here...

Am just a little sorry that I brought my broken-down portable to work. There have been entirely too many personal questions regarding my culinary ability, and if I could darn socks, etc. If it wasn't impolite, I'd be inclined to say .....Well, maybe I'd better not...

HARRY ROBINSON insists the hole being dug alongside of his bench is the new Small Parts swimming pool. And DAVE PIERCE has entered his application for the job of life-guard. Imagination is a wonderful thing! However, I do think that someone should tell the boys that it's only an opening into the drainage system before their hopes get too high..

ART MOORE is once again among those present and it's nice to have him home. According to some authorities, we have been having a taste, this winter, of the Elitzflu that has been going on overseas. Art says that he certainly was Elitzed (if that's the verb)....

A nice thing happened the other day.. A very busy man stopped by to compliment me on a chore that I was doing. Boy, and just when I needed a pat on the back! Funny how some people can tell the proper time to say nice things...Maybe it's not so funny at all...He's a pretty nice guy, so it probably is his nature. Anyway, from here on out, I like him.... Goodbye now.....

THEY SNOOP TO CONQUER

Inspectors are men who can boss a boss,  
And throw Production for a loss.  
But still they've got to put across.  
Good ol' Inspectors.

If on the job there is a doubt,  
Who comes along to dope it out?  
Who doesn't mind his neck stuck out?  
Our Manifold Inspectors!

When parts get in their well-worn hair,  
And a lug's cracked here and a  
hangar there;  
Who works around and makes them square?  
Lo, the Manifold Inspectors!

Seems as though they're in your way,  
But in the end they make it pay;  
They put those Manifolds up to stay  
Good old Stack Inspectors!

M. E. Brouse

METHODS ENGINEERING by T. A. McGreagor

As a department we wish to express our appreciation for the whole-hearted cooperation received from other departments in our task of setting correct routing procedure and standard time on the ST-3. We wish you to know that any constructive criticism or suggestion for improvement will be welcome.

In a very few instances we have met with resistance, but these are gradually being broken down by our attempt to establish confidence in you by the fact that when our job is completed it will be highly beneficial to all concerned.

With signs of better weather approaching, we expect to be ready soon to issue a few challenges in some of the sports, and we hope at least to make it hard for you to earn your beer.

Hoping for a continued happy relationship.

-o-o-o-

The only difference between a salesman and an engineer, they say, is that a salesman learns less and less about more and more until ultimately he knows nothing about everything, while the engineer learns more and more about less and less until he finally knows everything about nothing.







BULLETIN NO. 1 --- This is the first of a series of bulletins which will appear regularly in the RYAN FLYING REPORTER to describe for the American working man facts you will want to know about the American business system; to tell how businesses are built; to explain how they are operated and to define the position that business occupies in American life.

## WHO ARE BUSINESS MEN?

A business man is one who invests his own money in an enterprise which gives employment to other people or to himself.

A man who is paid by the Anderson Machine Company to drive a truck is an employee. If he saves enough money to start a trucking business for himself, he becomes a business man. To do that he will need enough money to rent or to buy a truck, to pay the expense of operation, and to feed and clothe himself until he gets enough business to keep him going.

When this truck driver becomes a business man, he is pretty much the same fellow that he was when he was employed by Mr. Anderson. He looks the same, he buys in the same stores, has the same friends. If he was an earnest, honest worker for Mr. Anderson, he will continue to be that. If he was a dependable and sympathetic friend, he will continue to be that. If he was the kind of fellow who took advantage of his friends, he probably will continue to take advantage of people.



If a salesman in one of San Diego's stores saves some money and opens a small store of his own, he becomes a business man. To do that, he will need enough money to buy fixtures and a stock of goods and to rent part of a building. He will have to risk his savings on the chance that he can find customers to buy his goods, so that he can eat and pay his bills. Therefore, his responsibilities will be greater than they were when he worked for somebody else, but otherwise he will be no different than he was before. He will be no more honest and no less honest, he will be no smarter, he will be no more friendly nor less friendly than he was when he worked for somebody else.

There are a great many men and women in America who go into business in an-

other way. They don't start stores or factories or trucking businesses. They don't give up their jobs to go into business. They keep their jobs, but they invest their money in stocks and bonds and, thus, while working for one company, they help to finance other companies. By this method they invest their savings in a business, become owners of some small part of that business and risk their money with the hope of getting some profit. The money so invested helps to make jobs for other men and women and thus creates employment.

A man who buys one share of Telephone Company stock, or one share of General Motors stock, becomes a part owner of the Telephone Company, or a part owner of the General Motors Corporation. He is helping to make jobs for phone operators or for automobile workers and is, therefore, an employer. He is investing his money in business with the hope that it will bring him a profit--and so he is a business man.

There are a number of such business men in the Ryan Aeronautical Company. They have jobs in the factory and at the same time they are helping to make jobs for other people in other businesses. They are earning pay for their own work and, at the same time, they are profiting from the ownership of some part of the Telephone Company or General Motors Corporation or General Electric Company or General Foods Corporation. The fact that they are business men doesn't make them more likable or less likable, nor does it change their basic character in any way.

(continued on next page)



"In Spring A Young Man's Fancy Turns To Love." Yeah, I know you have heard that one before, but the crack still goes. What with three of the boys going off the deep end last week, there must be something to it. Or maybe it's just like BILL KELLER says and I quote, "You'll never know what true happiness is until you are married, and then it's too late". BOB "GETTING THIN" EVANS agrees with this 100%. How about that, Bob?

The pretty boys of the Engineering Department were given somewhat of a shock last week when the identification cards were handed out bearing the supposedly portrait likeness of themselves. It created quite a commotion, all right. Everyone was looking at each others cards to see if they could find one worse than their own. Why some of them even went so far as to deny the picture was theirs. (Boy, I've seen everything now!) But it's true, boys, that's what you look like to the rest of us. Horrible, isn't it?

Just to show you how congenial the boys up here are, two of them are stuck on the same girl and nary a harsh word goes between them. Maybe you know them. One is tall, dark and disgusting, better known as "CURLY-LOCKS" and it takes him half an hour to comb them (so I am told). The other is short, squat and obnoxious, known to a few intimately as "UGLIER THAN I AM". O.K., boys, I won't say any more but just the same I know who was on the short end last week.

(continued from previous page)

## EMPLOYEES AND BUSINESS MEN ARE MUCH ALIKE

The process of becoming a business man or a doctor or a mechanic or an electrical engineer does not alter the character of a man because character is established by the time a man is fully grown. If his character is weak or bad to begin with, it will be bad whether he works for himself or for someone else. If his character is strong and good, it will prompt him to try to act right in any position.

People are all pretty much alike---whether they are employers or employees or doctors or electrical engineers---whether they come from Maine or Indiana. Their experiences and training and tastes vary; some like lobster and others prefer ham; some are tall and others are short; but the average of integrity is about the same everywhere a-

If you suddenly find yourself being blinded, don't get excited. It's only "LOUD TIE" CATTRELL coming your way. Where do you get them, Mac? Pity the poor guys that are on his Xmas list. Ghastly things aren't they? (Not bad tho') Also how do you like his Joe College hats. E'Gads!

Dear "Cupid's Corner"; (a good idea too) Do you think GEORGE DEW, wit of Inspection Department and I am half right, is the only one dying to meet BETTY HINES?

Well, Carbolic Acid! (That's goodbye in any language.)

## CARPENTER SHOP

by Carl Huchting

Thanks to the boys in the Packing Department for taking away the Boeing and Douglas boxes from our door step over the week-end of March 1st and 2nd. Nice going, boys--"We make 'em--you take 'em". We are always glad to see you fellows step into our shop because of the smiles you bring with you.

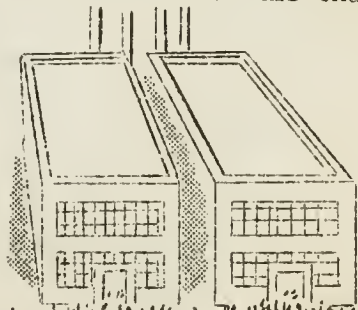
The greatest asset of any nation is the spirit of its people. The greatest danger that can menace any nation is the break down of that spirit---the will to win and the courage to work.

Two kinds of people are always in tough luck---those who did it but never thought; those who thought but never did it.

-One Carpenter to Another-

AL: "Say Jim, would it hurt if I would cut six inches off of this board?"

JIM: "Say Al, would it hurt if you would drop an anvil on your big toe?"



They average up as pretty fine people.







The columns of RYAN FLYING REPORTER are open to you budding authors who may have an interesting story to tell or a yarn to spin. Our first contribution comes from Al Gee who has just been boosted to the exalted position of Chief of Plant Protection.

# CAUGHT *by* AL GEE

It had been just three weeks today. Ed had been standing around the place always alert and watching--watching everything that took place, everyone that came and went. He knew all of their habits by now.

There was Tom, the Plant Police Officer, who always had a cigar in his mouth; and that serious looking time-keeper who sometimes talked to Tom about a man getting a pass to go through the big gate. Then, there were the pretty girls in the office who were always cheerful and smiling. Kinda wished he could be happy like that. Naw! What was the matter with him anyway? Must be gettin' soft. He had a job to do, and watching this joint was part of it; so let someone else turn on the smiles. After all, eight hours a day for three weeks at this racket does kinda work on a guy's head.

Then only last night when he had met his old crony, Spud, downtown, Spud had sorta sneered and said, "How long are you gonna case that joint before you turn the trick, Kid?"

Well, maybe he was kinda slow but he knew what he was doin', and he'd keep on doin' it in his own way, for he could feel in his bones that he was going to click. He just had to click! For now he had Muggy and the kid to think of. Ain't it funny how a woman and a kid can make a guy feel? Always depending, and even betting on you and she never asks any questions either. The best pal in the world, his Muggy.

He had another reason for needing

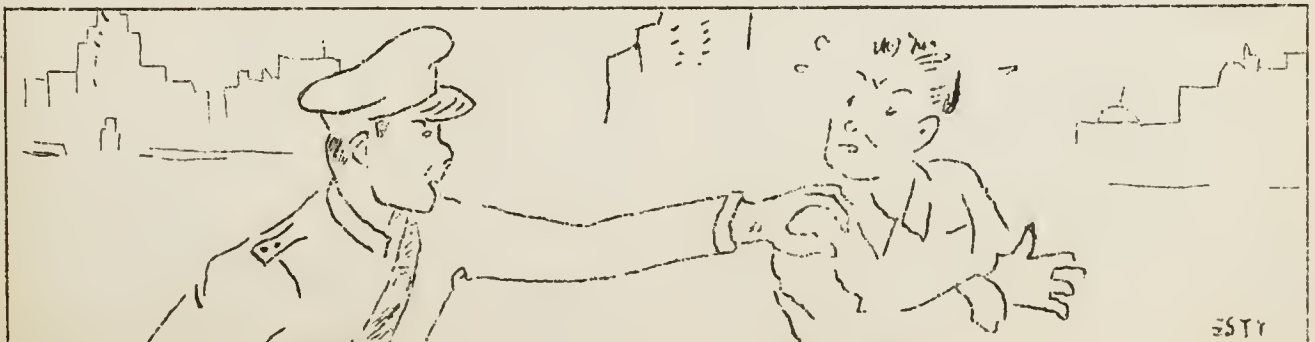
dough---the old man who ran the corner grocery store. Huh! Funny he should be worrying about owing a bill. But if it hadn't been for that old man he guessed Muggy and the kid would have gone hungry aplenty while he was away from her those six months. That bill was sure gonna be paid.

Yeah, three weeks today, and a lotta guys woulda been scared off by now, but not him. It still looked like a swell job to him, and he was gonna see it thru. He had spent too much time gettin' the lay of things to drop it now.

He was gettin' hungry and it was about time to eat. Guessed he'd call it a day and go home. Say! Was that officer coming toward him? Sure looked like it, and damned if he didn't believe he had his eyes right on him. He tried to look at something else and hide that shaky feeling that was turning his stomach into empty space. Watta break, after all this time! It couldn't possibly be that; now the officer was talking to him, asking him something about hanging around there for two or three weeks. He finally stammered out a shaky "Yes". "Well, come with me", replied the officer, "I want to ask you some questions".

After ten minutes or so, he finally came out shaking and excited, with a quick look in each direction and a few poor attempts to say something, just muttered a "Thank You", and headed in the direction of home.

He had finally done it. Landed a job, building airplanes. Going to work in the morning.





# the hydro-press myth

A s E x p l o d e d B y D. H. PALMER, B.S., P.E., Etc.

In this article the author attempts to give you some of the known facts about that well-known Unknown, The Great Hydro Press, and to present the information in such a manner that you will learn nothing. So, if you don't read this, you needn't feel bad. Well, let's get on with it.

For months there have been rumors:

1. That the company had a press ordered.
2. That it was a 100 ton press.
3. That it was a 1000 lb. drop-hammer.
4. That the whole thing was Nazi propaganda.

Here are the facts to date: About a month ago, a flatcar with a large lump came into San Diego. This lump was loaded on a trailer and hauled to the Ryan factory. During the trip, the trailer broke thru the crust of Lindbergh Field three times, indicating that the lump weighed approximately 110,500 lbs.

At this point the trail becomes somewhat dim. We have reason to believe that the doors of the factory were opened and the mysterious piece shoved inside, perhaps even as far as the hole in Sheet Metal. It was this stage of the journey which gave rise to the theory that the Ryan Company was not an airplane factory but a strange religious cult, and that its members gathered to worship an ancient god, standing motionless before his massive image for hours on end. However, little credence is given this angle today.

The next link is the finding of strange aluminum shapes on the floor of Sheet Metal. Many maintain that this is nothing new in the Sheet Metal Department, but supporters of the hydro-press theory claim that these particular parts could only have been made in a hydro-press.

One man, a night watchman, claimed that he had actually seen the press, but you know how night watchmen are. He said, and we quote, "I seen this here press the other night. There was a feller workin' on it." (This remark is what caused skeptics to dismiss the story as pure fabrication.)

The last fact which can be racked up on this bizarre story goes like this:--- Long months of research into the early records of the Ryan Company, and believe

me any search into the Ryan records is a long one, revealed the startling fact that a hydro-press had actually been ordered. A faded purchase order was discovered bearing the legend; One Thou---- Ton H-----press with Die Cushion! This would indicate that the Legend of the Hydro-Press had a foundation in actual fact. Though those who originated the order are long since dead, the story of the Press was apparently kept alive by word of mouth down thru the years. It is interesting to note that the part about the die-cushion (see note\*) was lost in the distortion of a hundred tellings, and had not the ancient purchase order been found, this important detail might have been lost to us for all time.

And so is concluded this concise summary of several thousand words on the origin and facts of the famed Hydro-Press myth. As to whether or not there really is a Hydro-Press, the author leaves that to you. After all, you've got to do a little thinking for yourself.

\*NOTE: A die-cushion is a device for making deep draws in metal sheet. (See Note)

NOTE to a Note: Don't ask me any more about this. I don't understand it either.

OFFICE PRATTLE

by Betty Frank

Does FRED FORD think there is safety in numbers or is that really his harem. Did you see that look of contentment on his face when he took his little women through the plant last week?

Talk about the housing situation--Pat and I almost found a place to live last week but they found out we had a fountain pen that squeaks and they wouldn't let us have it.

Portrait of the Week: STONEY sitting in Personnel smoking a big black cigar with his feet on the desk, blissfully looking important.

Why does EULA MARTIN get so red when someone mentions Bing Crosby's horses?

There's nothing but noise and confusion in the office this morning. I can't find my desk to get some paper to put in a typewriter which I can't find either. In other words WE'RE MOVING so I'll see you next week. At least I hope to find my desk by then.







FRED FORD AND  
HIS RECENT  
SHOP TOUR

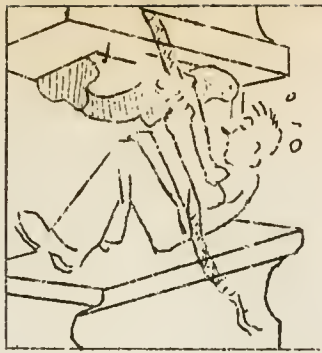
ESTY



# DROP- HAMMER

by

The Rope



What well-known foreman is laughingly called "Eagle", and spends half his pay check on hair restorer? Tell him about Johnson's Glo-Coat Floor wax.

EARL ATKINSON, die sander, looks a bit peaked these nights. He has been blessed (?) with a new helper, and in showing the lad how a sander of the old school sands by hand, he wears himself to a frazzle the first five minutes and then isn't any good for the rest of the night. But just you wait until "The National Geographic" sends for him to take over that white collar job.

That man RUSTON is in the news again--last week, "Rusty" went to the Doc with a sore throat. The M.D.'s first diagnosis was Trench Mouth, and he proceeded to treat "Rusty" for same, with an injection. Later examinations showed the ailment to be a bad case of Tonsillitis, but poor Rusty already had his injection. Oh well, you have to stand up to run a drop hammer anyway.

BROTHER NOLAN, move man for the second shifters, has been away from the fold for the past few days under a doctor's care. Something about an orange seed. (There are those among us who would say the whole orange couldn't cause that much grief.) First Rusty has M.D. troubles, now Nolan. These DH men get sick in the funniest places.

Why can't people grow old gracefully? Have you seen the new bonnet on the 2nd shift shipping clerk? It's perfectly OK to wear a cap to protect one's bald head from the chill night air, but after all, LOUIE, you ain't as young as you usta was. Truthfully we'd say it was \$1.03 wasted, and liquor costing what it does.

## Poetry and Prosie

Put on your little red sweater  
If you haven't any better,  
While I crank up the little red machine,  
And if the road is level  
We will go like the devil,  
Till we run out of gasoline.

Goo Goo Cramer.

Just when production was beginning to make itself known---this had to happen, but swamped with work as we are, never let it be said the D.H. crew (2nd shift) ever let a fellow worker down. We can all remember when the most difficult thing about getting married was the saving of enough money for the ring and license. Now that it's "OK to owe Kay" that part no longer bothers us. We have a much bigger problem - a problem as big as a house--in fact it is a house. Yep! RUSTY RUSTON is the lad, he has the ring, he has the \$3 for a license, he has the girl (the girl even has a job) but NO HOUSE. So if you'se guys and if you'se gals want to help cupid knock a homer, lend us a hand in this worthy cause.

Here's what we have in mind---suppose every reader donated just one small item such as a table leg, an old chair bottom, a couple of pots (we mean to cook in) or pans you no longer need, a high chair--(no wait, that comes later), then Ryan has lots of scrap wood and packing cases, and here's where we come in, just telephone in and we'll send our truck to pick up your donation and if we can get the Company's permission to toat off the scrap wood, we'll build the dern house. There will be no need of a stove being donated, as that red head of Ruston's would warm up any home, so get busy on your telephones and let's make this a great day for Mr. Samuel Ellis Ruston.

There's a vacancy in the D.H. Department. That is to say, CHARLES JARVIS is sure eating a lot of soup these days. Oh well, in this day of modern science, the store kind look almost natural. Cheer up, Jarvie, McCULLUM on the Day Shift also has a new set.

WALTER CARPENTER of Planish Shed is the proud father of twin boys.

BILL EVERLY thinks the clarion call of Doom is sounding, for those unprepared. He thinks this rain will last for 40 days and 40 nights, and his Ark is not finished. For the consideration of a bit of help to beat the flood date, Bill will take a passenger or two to ride out the deluge. To see "The Ark" and the affable builder-skipper, drop by Bird Rock any time, in any condition, and ask for Bill's Ark-Haven.

BOB (GOOBER) HAYES, The Crane Operator on the Second Shift, sure knows his chewing tobacco. Did you see that wad he had in his mouth the other night? Not only that, but he's a pretty good shot.

(continued on second following page)





Well, we were practically washed away this week, but here goes again----

Our good timekeeper, RALPH CALLOW, has been walking in the rain so much lately that he is getting webs between his toes. Speaking of rain, one morning after it had been raining continuously, BILL ESTES came dashing out of the plant through the Guard House and punched the clock, only to perceive his Packard parked in the middle of the lake. "Darn it", he said, "I might as well go back to work, I'm too tired to swim out there this morning."

JOE LOVE asked DAVE WHITTIER if he could paint. Dave answered, "Yes, and good too." "That's fine", said Joe, "go over and flux some seams; the fluxer didn't show up this evening."

Well, in the last issue of the Ryan Flying Reporter we said WES SHIELDS looked worried, and sure enough, IT'S ALL OVER NOW. He done went and done it last Saturday at Yuma, Arizona. Now his worries are over, Oh Yeah? We wish he and his wife lots of good luck and happiness and may all of their worries be little ones.

It seems there was a change in the Inspection Department as a result of which we have a couple of new Inspectors. We lost SWIFT and IRWIN but in their place we are privileged to have with us LONG and DUBELMAN. We wish to extend them a hearty welcome and, as usual, the 3rd shift will cooperate with them to the utmost.

Come one, come all! You've heard of all kinds of instruction courses in this, that and the other field. We now take

great pleasure in introducing you to our newest field of instruction--A Bumping Course by Professor and Master Instructor H. J. JONES, 3rd Shift.

We just found out that TED O'NEIL isn't sleeping. It's the love light shining in his eyes. Ted has purchased a wedding set. Who is the lucky girl, Ted?

As the jig said to the manifold; "I wonder what that is coming down the passageway? Oh, that? That's A. L. JONES with his false teeth out." I wonder why A. L. JONES doesn't bring any lunch for a few days after the fourth of the month? What's the matter, Jones, does the little lady disapprove?

We hear that the OFFER family is expecting an addition in the near future. Number three, I believe. Now that the course is too wet to play golf, BILL BILLS should take up water polo.

CARL STARRET, of Manifold Welding, must think that California is on Day-light Saving Time as his watch is always fast. Maybe he needs another watch.

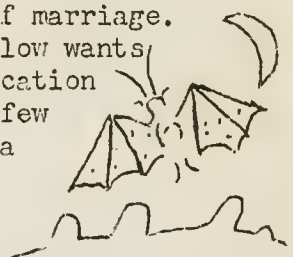
"RED" BURTON is reportedly saving his spare dollars lately. Don't forget the cigars, "Red".

I WONDER-----

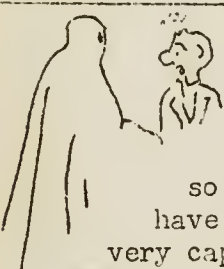
If the wife of a certain man of the 3rd shift received a box of candy or a new dress after a recent poker game?

If "Miss" TED O'NEIL can cook? Our reasons for asking are purely platonic-not a proposal of marriage.

Why some young fellow wants to change his classification from 1A to 3A? A few months in the Army is a short war. But being married is a continual war.



### THE GHOST TALKS



The bumping department is so quiet (sometimes!) they have never been noticed by my very capable colleague, "THE SHADOW". So a bit of news for the bumpers:

You fellows should have stayed Monday night to see "RUSTY MUSCLE RASMUSSEN"--with his shoes and socks off--wading through our private lake to his car. He reminded me of an old viking getting ready to set sail.

I hear some of the bumpers got their wires crossed Sunday night. "KEN LILLY

WOOD" and "H. WESTY PIDCOCK", "RUSTY RASS" and "COPENHAGEN ZOOK" were to go roller skating. All concerned had a swell time as WOOD went skating and the other three boys all went to different shows -- that is really cooperation - tsk-tsk!

We would like to know also why our friend AL "NUEBINWEBER" always comes to work with that "hang-dog" expression every day - most married men have it but not like Al. Could it be that he is in the dog house?

Welcome, W. C. "BILL" KING. The 2nd shift is glad to have you with us. As most of you fellows know, Bill was transferred from the 1st shift--and of course  
(continued on next page)





Have waited rather patiently for some carefree Maintenance roughneck to pierce the journalistic barrier and brave the result. Perhaps the following is just the ol' blarney momentarily getting the upper hand. I seriously doubt if it gets beyond the censor.

Well, as an introduction, you chaps might think of us as a Foreign Legion. A couple of us have whirled a bit of a rhumba in Montezuma's Halls and been to those so-called spigoty places "Where the Best is like the Worst"; we've been up on the board in weather thick enough to obliterate the derrick floor and cold enough to freeze the elevators on the pipe; where the temperature was 120 above we lit fires to drive away skeeters; 'way down in Terra Firma we dug out silver and copper; we've roped doggies, dipped sheep, and busted knuckles on everything from single-trees to battle wagons; we saw Burkburnett, Salt Creek, and Seminole when they were hot. And the Argonne, too.

Don't know whether or not that qualifies us for anything, but if you can't keep your machinery together or your

#### more DROP-HAMMER

It seems that we have a boy from the Phillipines in the Drop Hammer Department. It won't be difficult to determine who it is. Just go in the dispatch booth and look for the large gold (imitation) watch chain, behind it you will find Goo Goo ----

The cutting department is glad to welcome back one of its ace cutters, CLAVED BROWN. He claims his week of absence was due to the Flu, but we think perhaps he was attempting to separate two fighting cats.

The Blurb with the Goo Goo watch chain, in Dispatcher's Booth #2, got taken in by one of Teddy's Rough Riders. Something to do about a bet on if he would get a raise or not, and the BLURB up and forgets about the 1/2 cent difference in the old and new rates. Now he's paying the Colonel off at the rate of 20 cents a month. Good thing for the Colonel it was only for a dollar. Always be on the lookout for the old Army game Johnny.

flues leak, give us a ring. We may not give satisfaction the first time 'cause we are still learning. If we seem bashful, we may just be searching for a sawed-off carbide can.

There is one chap on the quarterdeck I'd like to mention. He is never too preoccupied to say "Howdy" when we chance to pass, and he always has a "Thank you" when we've done a little job for him. Men appreciate that courtesy, PAINE.

In closing this tirade, I wish to agree whole-heartedly with "Random Thoughts" as expressed so ably by Genevieve Boyer in the Feb. 23th issue. Wouldn't know the gal from Eve, though I presume she dresses differently, but she has a mighty fine thought there.

So let's keep ballin' the jack, men.

#### THE GHOST TALKS - some more

is not accustomed to such terrific action, so be easy on him, fellows!

Notice to TOMMY EMMONS: If you are looking for talent for your Dramatic Club, why not see "SLIM" COATES. There is some real talent. "SLIM" has had eight or ten years in pictures as a stunt man and has worked in such big hits as NORTHWEST PASSAGE, THE FIGHTING 69th, UNION PACIFIC and THE LIFE OF A BENGAL LANCER---and many others that I know of. Yes, the 2nd shift really has "IT".

TO ALL CONCERNED: If we must have a lake in our parking lot, couldn't it be arranged to have a few row boats to transport the boys to and from their cars? How about it?

I hear JOE "SHUFFLE" LOVE of the 3rd usually wins at poker but loses on the horses. I guess Joe would probably have better luck if he could learn to shuffle the horses like he does the cards.

A lot of fellows would like to know if the 2nd shift is going to be able to attend the Ryan Stag Party and would someone let us know when and where it is going to be?

How about our friend, ED "THERE'S-YOUR-BADGE" SCHINDLER. I think he deserves a hand for his promotion to Chief of Police. Ed really worked for this raise in rank. Good hunting, Ed.

MOST FREQUENT OTHER HAUNTS - - -  
SO GOOD STACKS TO YOU ALL TILL NEXT EDITION.- - The Ghost.

# RYAN





As this is being written there are so many ideas hatching here and there and everywhere for the ensuing year that it looks as though the Ryanettes are going to have one busy year.

Our next "Third Thursday Luncheon" is planned for the 20th of this month, which happens to fall on the day before the first day of spring, so it occurred to us, that in keeping with the season, it might be a lovely idea to have a Blossom Day, and consequently, blossom forth in our prints and white shoes. We really should have a penalty or fine for the girls who jump the gun. However, it would be understandable with all this new sunshiny weather, which followed so pleasantly, "after the rains came".

Now turning from such thoughts as those of Spring and getting down to cold facts, such as business, it has been suggested that the 15th will be here tomorrow and the treasurer sure would like to square away to start the Birthday Round Robin. One more thing pertaining to business, the Friday group keeps growing and growing, and there is no reason why it shouldn't, but with so much interest shown, it has given birth to a new idea to some of us, such as the need for a place to have our lunches during these coming summer months. EVERETT SHERMAN was voicing his opinion on the subject the other day, and talked up tables, umbrellas, radios, etc. It was suggested to him by the time he reached his grand finale, that perhaps Ryan Aeronautical might prefer to continue manufacturing planes, rather than try to compete with Earl Carrols.

Spring is on its way --- just can't seem to keep off of this subject---guess it must be in the air, at any rate as I was saying, Spring is on its way and with it comes talk of vacations, and it has also been noted that quite a few of our employees are beginning to come down with that well-known Spring Fever, which is very contagious in such weather as we are now experiencing, with open roads beckoning. WILBEA JACKSON, latest addition to our Purchasing Department states she is planning a Honolulu trip next year, providing there is not a war, and

by Mildred Alkire



PAT and BETTY are planning to take an apartment so as to not miss the usual spring house-cleaning, and no doubt EULA MARTIN will take to the mountains and her favorite sport of horseback riding,--and didn't someone say a long time ago that in the Spring a young man's fancy turns to --- Oh, yes---I guess that must have been a long long time ago. Spring, beautiful Spring, ah me--ah. Guess I had better close now while all is well, for that Spring Fever surely has me in its grip, and the first thing you know I may be quoting poetry, so goodbye now and don't forget the 20th of March.



The Ryan Drama Club is at work on their first play which is scheduled for production sometime in May. They are proud to announce that their first effort will be a three-act comedy entitled "Our Boarding House". "Our Boarding House" is truly a hilarious, rib-tickling, riotous comedy. The cast has been selected and they are well on their way to a great production.

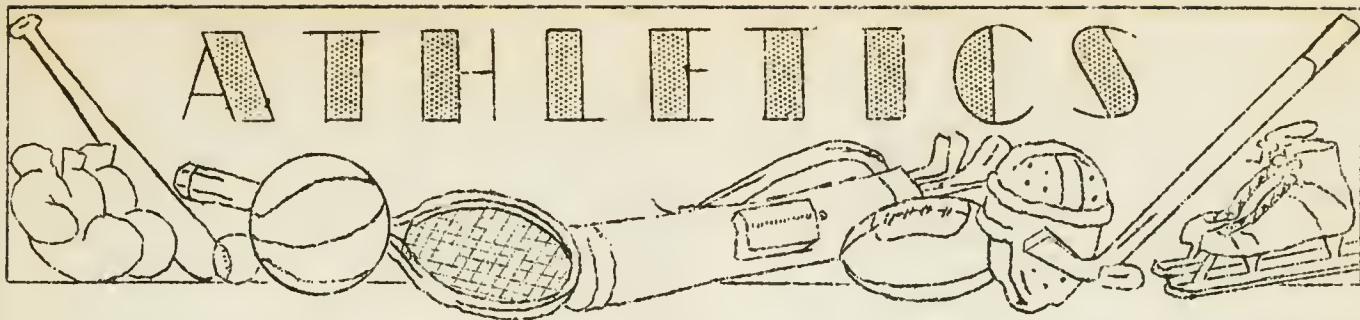
The Ryan Players consist of the following people: BETTY FRANK, PAT KREGNESS, DOROTHY ARMITROUT, MILDRED ALKIRE, JANE ROBERTS, GENEVIEVE BOYER, SHANNON LONG, GEORGE DEW, JIM STEIN, JACK WESTLER, ROBERT BUTTS, RALPH FLANDERS and, last but not least, K. O. BURF.

Be sure to place "Our Boarding House" on your "must see" list for the month of May.

LET'S COOPERATE



# ATHLETICS



## Ryan Cagers "Split" as Season End Nears

Ryan Cagers have been putting up some great battles in the closing half of the San Diego Commercial League. In the "go" with the Veterans of Foreign Wars, the Ryan men turned in a very well played five-point victory, 35 to 30.

In their game with the top-ranking Neighborhood House Juniors last Wednesday night in the San Diego High Gym, the Ryan men went down fighting on the short end of a 27 to 23 count.

The outstanding play of the entire team in the "Vets" game was just too much for the ex-service men to handle. The Ryan team as a whole turned in an unusually fine game combining clever passing with a great number of well placed shots that found the hoop with spectacular regularity.

With BOB CHASE, Ryan's "Ace" forward out of the game with a sore throat and pending case of the "flu", the team had an up-hill fight all the way in the struggle with the fast breaking Neighborhood House Team. At half time the 21 to 19 score in no way indicated the play of the Ryan team. The "dead eye" shooting that was so prominent in the Vets game was left in the "Shop" as the boys had a tough time hitting the hoop.

"RuffTuff" BUD SHEARER was one of the outstanding players for the home guard; displaying some of the best floor work of the season to date. "Off to the Army" JOE BASSO turned in his usual fine game of ball hawking off the back board and greatly aided his team in their stretch try for victory. "Cookie Puss" WALLY BORDEN displayed some great ball handling and was one of the mainstays in the Ryan offense. We're proud of you, fellows. Keep up the good work.



## Golf Highlights

with Walt Walker

All Ryan Golfers wishing to participate in our next tournament, which will be held on March 23rd at Rancho Santa Fe Golf Course, should communicate with Larry Gibson, in the Personnel Office, or Walt Walker, of Methods Engineering.

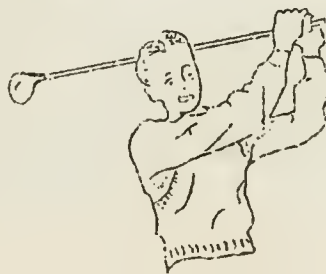
Come on all you "Sad Dubbers" and join the fun. The tournament will be a two-man team affair this month with the low ball counting. It is to be noted that we will require an individual score for checking purposes.

Judging from the turnouts at our weekly Golf School, which is held each Tuesday evening at seven o'clock at the Montemar Golf Driving Fairway, across from the Main Gate of the Naval Training Station, we should have a great tourney on the 23rd.

Quick to take advantage of these "Bargain Lessons" are such prominent golfers as "1-Putt McGee" CAMERON, "Flag Hi" FRED FORD, and lately "Sod Buster" SCOTTY MCGREAGOR, complete to kilts and tartan. Scotty says that the only thing that he dislikes about the way we play golf in this country is the way the ladies stare at his knees.

Incidentally, I hear that there is only one woman in the plant who can play golf! It's a great game girls--come on out.

Which reminds me of a story I heard in the foyer yesterday. It seems that the telephone operator announced the arrival of a woman salesman---well, you guess who? And the person said, "Well, send him in and tell him to bring in some samples!"









# "ANALYZED" - BY THE LAB

## CORROSION OF AIRCRAFT PARTS

On the whole the Aircraft Industry is more concerned with the subject of Corrosion than any other industry. A thoughtful review of the weathering to which aircraft parts are subjected, will readily show the necessity for rigid requirements as regards the protection of exposed surfaces.

Our first thought in a study of aircraft parts, is the weight strength ratio, which is an ever-important consideration for the Engineer. The part must be strong enough to stand the load required, yet at the same time, it is mandatory that we use a minimum amount (weight) of metal. The latter is self-explanatory, in that, should we use heavy sections, the performance characteristics of the airplane would be seriously impaired. Assuming, then, that we have a part which is light and strong, we are faced with the problem of preventing any rusting or corrosion, for should this occur, failure in service is not only possible but very probable.

With the understanding that we must avoid weathering, let us examine the conditions to which an airplane is subjected, which are by their very nature, severe. When the ship is at a relatively high altitude, the temperature is lowered, and a return to lower altitude will cause condensation of moisture due to change in temperature. An example of this is the gathering of moisture, due to change in temperature, on the outside of a glass of cold water.

However, in an airplane, we find evidence of this throughout the entire ship. When a seaplane makes a landing, and when it takes off (in other words every flight) it is literally drenched in a spray of salt water. In a minor way a landplane will be dampened while flying in cloudy weather.

In brief, even under ideal conditions, the airplane is a constant target for corrosive elements. You can readily appreciate that the foregoing conditions are ideal insofar as rusting, etc. are concerned. So, next issue we will examine the ways and means of preventing corrosion.

William van den Akker

## NOTICE - ALL CAR OWNERS

The Plant Police are endeavoring to give employees every possible protection among which is "keeping an eye on your car". For this purpose they have had cards made up, giving the make of your car, license number, owner and other valuable information. These cards are then filed numerically according to your license number.

It has been found that many employees often leave their cars locked, with the lights on, or the radio playing, and sometimes both, which in the past has made it very difficult for the Police to locate and advise the owner.

However, if everyone will fill out a card, and return it to the Plant Police, in the future in the event of any mishap to your car, you will immediately be notified.

This service is entirely for your benefit, and the Police are trying to do their part to assist you. However, to date, very few people have complied with this request. So let's all cooperate now by calling for and filling out your card at the earliest possible date.

## RYAN SADDLE PILOTS by V. E. Mattson

The first meeting of the Ryan Flying Horsemen was held two weeks ago last Sunday at their new club house. Due to previous engagements the club house was in a rather dilapidated condition, but it will soon be set in perfect order. The temporary officers elected were as follows: WES BURROUGHS, President; ADOLF BOLGER, Vice-President; GENE MATTSON, Secretary-Treasurer.

Membership cards have been printed this week and may be obtained at the next meeting and from various members to be appointed later. The cost is \$2.75 a month per couple which includes 8 hours riding a month per couple and the use of the club house at any and all times. The cost for a single person is \$1.75 with 4 hours riding per month (but why be a bachelor all your life?)

The next meeting will be held at 11:00 a.m. Sunday, March 16th. The location of the club house is at Hazelwood Riding Academy on 54th Street south of University Avenue and west of the Naval Radio Towers.



First, that "Gruesome Twosome"---the "Bat" and the "Shadow"---want to welcome the new column, commencing with this issue, by the "Ghost". From now on you can call us the "Unholy Three", heh, heh.... (nasty laugh). Does FLOYD BENNETT think that because he went on the day shift he can hope to elude the Shadow? Have a care "Bowler" or I shall reveal all. Remember what happened to HANK HANGGI, heh, heh, (Another laugh, only dirtier).

BILL WIMMER has made an improvement on his invention, and I think it will click, like false teeth on hard candy. Good luck, Bill. BOB SWAFFORD thinks that the bread winner of the family is being treated like a crumb. After FRED STEWART matched his fighter for a good bout, "WEASEL" EVANS went on a milk and cracker diet, and couldn't knock a Singers Midget out of a high-chair. That was no prayer meeting, that was JOE CASSON. After he'd lined up a section and had the flanges in perfect, it fell apart as he was picking it up---oh, what he said!

Saw "Boots" FOOTE at one of the better beaneries the other night dressed up like a senator. Think he could do as well as our present senators at that. His partner, R. E. FINAN, says he can remember when Fanny was a girl's name. That's a long time ago. Couple of welders are back after a long absence---HARRY WEYERMAN and NORMAN EDWARDS. They still think that Ryan's is a good place to work. Watching welder L. MOORE doing some of his nimble fingered magic gives me an idea where my watch went. When you have a spare minute, take a look at ATHERTON, McQUITTY, ANDERSON and STEWART peering out of the stock cage. What does it remind you of?

"MIRT" WILDER came back from Houston, Texas, sooner than he expected. The same sheriff on the job, no doubt. That goes for BOB HARRIS too. Don't let him give you that sore throat gag.

Maybe it is Spring that causes "LAMBIE PIE" WILCOX to be late every day, but that lipstick on his face is someone else's idea. And no wisecracks from "PRECIOUS" FARIS, either. SAILOR STITES is now the proud owner of a bro-

ken down E Flat Willys sedan, having driven one of Ford's agitators for five years. After listening to ex-cowboys "SMILING" BILL JUNEY, CARL THOMAS, DALE FARIS and BOB SWAFFORD the other night, BILL MONTGOMERY says he may not have been a cowboy, but he can tell you a few things about calves.

Those pictures on the identification cards make the boys look like a bunch of convicts. No wonder the Plant Police keep breathing down our necks. Which reminds me, "Constable" BACON, was once sent four different pictures of the same man wanted by the F.B.I. The next day he sent them a wire, "Have three of the men in custody, will pick up the other one tomorrow."

"SCOTTY" DERR, said he left school, not because he had to pay attention, but because they wanted to tax his memory. JIMMIE LARSEN is taking applications of carpenters, ask him.

The latest FLYING CLUB members to solo are FORREST HORNBECK and JOIE CONN of Final Assembly. Two more girls have joined the fliers, HARRIET SPENCER and ESTHER HANSON. Anyone wishing to join the fliers, see HORNBECK, first shift Final Assembly, or CARL THOMAS or RED HAMMOCK, second shift Manifold.

The Riding Club is passing up a good bet if they don't get REX SEATON into the club. He's an old Bronc peeler. You might try "LONE RANGER" BILL BICE, too. A. BOLGER says the Riding Club's colors are black and blue.

Expeditor LOVELL said he had to hurry home the other night to get out of the wet clothes, and into a dry martini. Welder E. A. ROUNDS' house was broken into the other night. The burglar took \$13.00, and left Ernie \$15.00. He's willing to split fifty-fifty with every thing Ernie earns at hyan, which is a better deal than you can get with the local merchants, Ernie.

McCOY wonders why it was that George Washington wore such long underwear and such short pants. CARL KRUGER thinks it would be a good idea to conduct a "swap" column for the fellows--call it the Trading Post, if you like. Also sort of a "lonely man would like date with blonde secretary" column, but include me

(continued on next page)

RYAN







out of the latter. That's dynamite! Remember, it's better to have loved and lost---much better!

The grapevine tells me that D. W. COOK used to ride fourteen miles into Parsons, Kansas, (Claude Ryan's home town---Editor) every night on a plow horse to see a fair maiden. Brother, I'd like to meet her. She must be different than any I've ever seen. The other day he found her dealing them off the arm in a local "Greasy Sleeve". Small world.

You ought to see the expression on LEE PETERSON's face when he's watching the Gold Dust Twins---JOHN ROBERT FULLERTON and J. EDWARD RUPERT, singing that aria, "The Flea Song" from the "Tales of Hoffman".

E. P. MALLOT: "I saw you picking the meat out of the chicken sandwich. Why didn't you eat all of it?"

LARRY GIBSON: "I couldn't, it belonged to Mr. Marco."

Well, I'll sign off with the old advice, "When you are in up to your neck, don't make waves". I don't claim to know anything, and I can prove it.

## SNOOP SET

by Brenda &amp; Cobina

And I heard, Cobina, that LARRY GIBSON is the best authority on women's clothes. In fact, he's probably the originator of the Gibson Girl! Just ask MARGY what he did for her.

Brenda and I think SARA BRAUN, LENORE BARR and PHYLLIS CRUEL are the stuffiest creatures we know. They claim to have "stuffed" thousands of envelopes Saturday and Monday.

M. CLARK claims to have been helping a certain young miss move, when questioned about the scratches and bruises on his face.---Married men can think up the darndest things - like the man with the black eye who tied a door on his back with a sign that read "This is the door I ran into!"

Gee, Cobina, I wonder when the Ryanettes are going to have another feed at Bernardinis? I left my good wig down there on a hook and I did want to have it cleaned this week, what, with all this mud in my other one.

Yeah, but Brenda, why don't you wait and we'll send yours and my two together and get the month-end special of 3 for \$1.00.

It seems only yesterday that the last "Flying Reporter" was issued, and here is that man Larry again. With the Experimental ship gone, it sort of leaves us without our pet and also low on work. Of course, we have been watching Final Assembly burning the midnight oil, and they have done a nice job too. I wish the "EX" job still looked half as well.

You know, I think the company should work out some sort of a deferment plan to keep all those boys from going over to Civil Service. (Some of the gals have gone too!--Ed.) We sure miss our wise-cracking E. C. EMERSON. TEX MARLEY, too since he was one of us. We wish them lots of luck on their new jobs. I guess once you have been in our Navy, it sort of gets in your blood, and former Navy men try to get as close to it as possible without actually being in it again.

Flying over San Diego and vicinity you really see some interesting sights these days with the hills looking like big green carpets, the mesquite in bloom out on Kearny Mesa, snow in the mountains up north, and all the Army, Navy and Marine camps springing up everywhere. Say, I wonder if there isn't a government camp of some sort that we haven't here in San Diego? I hope I'm not going to be accused of plugging for some flying service, but if any of you fellows like to ride in an airplane it is really worth while to take a hop and see the sights from the air.

Is anybody thirsty? If so, come over to the water fountain geyser by Experimental. We'll enjoy seeing you get soused! (Really, try it sometime!)

"RUSTY" RUST says he does not mind hauling eggs around in his car as long as they are from PINKSON's hens and CLINE's roosters. Does anybody care to go slumming? "RUSTY" RUST's wife is back east and he is just dying to "GO".

My gosh, Cobina, the other day I saw GENEVIEVE BOYER and MARZELLA AUEN trying to fix a broken ash stand (so they said) but you know those two girls beat us to all the best cigarette butts lately!

And you know, Brenda, a little bird (not a stool pigeon) told me that a member of the wing assembly crew was able to wing his way into the front office to see our telephone receptionist. Couldn't he say it over the phone?







Latest type Ryan military training plane which is now in volume production for the U. S. Army Air Corps and the U. S. Navy.



During 1940 Ryan developed and exported these new seaplanes for naval pilot training.

## *These New Wings Carry the Ryan Tradition of Excellence*

"Dragonfly" observation planes designed and built by Ryan for the Army have sensational performance.



The PT-20A, manufactured for the Army, was the first model of the Ryan training plane to be equipped with a radial engine.





# RYAN FLYING REPORTER

**THE STANDARD  
BY WHICH ALL OTHER  
TRAINERS ARE JUDGED**



Contractors to the

U. S. Army Air Corps

*Ryan*



# DEFENSE OFFICIALS VISIT RYAN PLANT

In the past three weeks the Ryan Company has been honored by the visits of many high ranking government officials and civilian authorities on aircraft design and production.

At the request of Vice President Earl Prudden, and Works Manager Eddie Molloy, who attended the official banquet of the Congressional Party during their stay in San Diego, the Naval Sub-committee of the House Appropriations Committee visited our plant. Congressmen Harry R. Sheppard, Albert Thomas and Noble J. Johnson and Captain Edward R. Hagenah USMCR, who form this committee, spoke many words of praise about our factory arrangement and the general management as a whole. Most interesting to all of us I am sure were their continual complimentary remarks about the NR-1, Ryan's new Naval Training Plane (ST-3).

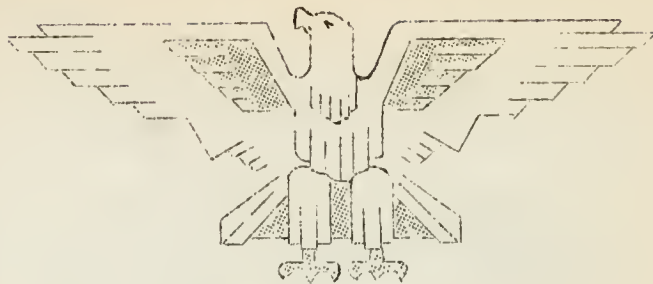
Dr. A. E. Lombard, Jr., in charge of the Production Planning Unit of the Office of Production Management (O.P.M.) of the United States, also dropped in to see us. It is interesting to note that for many years our own Eddie Molloy worked side by side with this man who is internationally known for his work in aircraft production.

Following Dr. Lombard's visit, Major E. M. Powers, Chief of the Engineering Unit of the Office of Production Management paid the Ryan factory a visit. He was high in his praise of the general conditions found here as well as the products of the company.

Grover Loening, one of America's outstanding aeronautical engineers and designers, accompanied by Beverly Howard, recently visited our plant. He was extremely interested and quick to praise our PT-21, the new Army training plane which is attracting world wide recognition.

To further prove that our Works Manager has been connected with aircraft for a long period of time, it is to be noted that Eddie Molloy worked with Grover Loening between the years of 1914 and 1918 in the capacity of Chief Engineer.

When the above-mentioned men say that Ryan's doing a good job, we can feel justly proud as word from these men is final when speaking of National Defense Aircraft.



## CONTRIBUTED BY A FACTORY WORKER

It is thought that now is the proper time for an article on the subject of: "Letting Charlie Do It".

In the past few months I have run across several examples of this. In other words, when some worker runs on to a mistake that someone has made, the attitude seems to be "Oh, well, let the next shift worry about this".

In many cases the proper attention to one's job in correcting this error might take a period of from ten to fifteen minutes. However, if the mistake slides by and further work is done on the part without the correction---then it takes much longer to correct with a corresponding loss of time.

Under the present practice of having a separate Manifold Progress Report for each jig, each Manifold Operator is trying to do just a little more than his fellow worker.

As stated above, if the attitude of the worker has been in the past that of "Letting Charlie Do It" then now more than ever is this practice going to show up due to the fact that a slight loss of time correcting any mistake will cause his report for that particular shift to be short of a certain required amount of production (that which the operator can do in a normal shift).

The attitude of "it isn't my job to look for and correct errors and to work with the man of the next shift as much as though he were on our crew", is totally lacking in cooperation and loyalty.---Loyalty to other employees and most of all to the Company, who is our Employer.

Fortunately this is not a constant habit among the workmen and the leadmen. No matter how efficient, however, a workman will occasionally allow mistakes to go through in this manner unnoticed.







by M. Marco

Personnel Director

First of all, I believe it can safely be stated that our present employees are enthusiastic co-workers. Were they not, our chances of continued production and success would be slim indeed.

Having in mind recognition and protection of the rights of the individual--- (and that, after all, is really the democratic process in which all of us believe)--- it seemed that a proper principal upon which management should conduct its employee relations was that of "justice to each individual employee". The management concluded that measures must be adopted through which each employee would be treated as an individual of importance - not merely as a hired unit.

Since our equipment and working conditions are uniformly safe and adequate, we assumed that the men are most interested in three things:

- First: Job Security
- Second: Reasonable Wages
- Third: Opportunity for Advancement.

We also assumed if, insofar as possible, we did a good job in seeing that these things were provided, we could then feel we were on the road to proving ourselves worthy of the confidence of our employees.

The company therefore proceeded to complete an exact technique for determining the proper evaluation of all jobs in our factory on a scale between the simplest and the most highly skilled work.

In general, this new evaluation system provided a very distinct improvement over the manner in which we had previously dealt with the question of wage rate determination.

We have attempted to cover the questions of Job Security and Opportunity for Advancement through the development and use of an employee ability rating method by which we can, with reasonable accuracy, determine those individuals who first deserve an opportunity for advancement, as well as those who first should be laid off or rehired, strictly in accordance with their individual ability, seniority, etc.

We know that we can deal justly with each employee through the now prevailing agreed classifications. When it comes to developing a job evaluation technique based on the individual ability rating procedure, with its varying standards, we find that we have the problem fairly well solved for arriving at a true classification.

I have attempted to give you somewhat of a sketchy outline of our job classification procedure upon which we can maintain a large organization which operates with good morale and on a profitable basis. The development and application of the job classification system, to be successful, must be well understood not only by the supervisory force but also by the men themselves.

## RYAN FLYING REPORTER

Published by Employees of the  
RYAN AERONAUTICAL COMPANY  
through their Welfare Department

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| Engineering         | V. J. Park       |
| Time Clock          | Safety Committee |
| Welding             | Ken Murray       |
| Snoop Set           | Brenda & Cobina  |
| Manifold Nighthawks | The Shadow       |
| Wing Assembly       | The Kite Maker   |
| Manifold "Nights"   | Ray Morkowski    |
| Manifold Exhaust    | Brad Harris      |

### Organization Contributors:

Ryanettes Mildred Alkire

## REMEMBER

It is well for a man to respect his own work, whatever it is, and to think himself bound to uphold it, and to claim for it the respect it deserves.

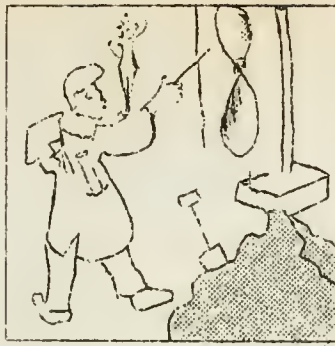


# HERE AND THERE IN THE RYAN FACTORY

## MODELING SHOP

by

Paul Dawson



My, my, Spring is sprung, the grass is green, the birds are singing, it never rains in California and Ryan has a modeling shop.

In our shop, of which we are all very proud, there are eleven little supermen — three of these are modelers. One of them is known as a wood-borer; the other men in the shop are assistant modelers. We are also proud to say that we have a few talented and experienced men in our department. One man, who believe you me is a superman, says that age is no liability, and he is the spryest of the group. We have another man who is an absolute authority on women. He'll answer any three questions about women free of charge. Every day one can hear him asking himself questions about the fairer sex just to keep in practice. One of our number stands out as a magician and believe it or not he knows a trick or two.

One of our talented members has been absent, and during his absence the shop has been running half speed. We all wish FRANCIS CARLEN a speedy recovery so that the shop can resume its normal basis.

Who is the man in disguise that came in Monday morning with a portable drug store or (advice for a cold from all my friends) under his arm? He seems to have a lot of authority around here. Could it be JOHN CASTLEN our Foreman?

We have three new men in our Department. H. W. RYAN, fifth cousin to the major, so be on your toes, boys. LES JASSAND, and PLAYBOY PAUL. Paul is an all around good man — (all around the office looking at the fairer sex.)

We like our Foreman, we like our jobs and we can hardly wait to go to work. (Friday — pay-day.)

## ENGINEERING

by V. J. Park

I just asked one of the Engineers (two bits please) if he had a good idea on how to start a column and he replied, "At the top". O.K. that's as good as any.

What is it about telephone operators, (especially dark-haired ones) that will make a fellow pause after work to be friendly? TCM DAVIDSON knows. He paused, bought her a Coca Cola?, and wound up with a date. So Refreshing!

There is a deep rumbling rumor that ED BAUMGARTEN's bachelorhood will soon be referred to in the past tense only. How about it, Ed?

LELORD "COLONEL" GORE, as he is known, hails from North Carolina and believe it or not, he is still fighting the Civil War. Ask him about it some time, if you dare. He calls me a Damn Yankee.

Yoo Hoo! Girls--BILL IMMENSHUH, Night Engineer, is sporting a new "Chevrolet" and is aching to share his wealth with some skirt. Who'll take him up? I'll buy the "Cokes".

Say FRED GREENBERG (10%), how about a public hanging of those pictures you took of your Hollywood girl friend. I hear they are choice. I mean the composition and tonal qualities, but on the other hand, maybe you'd be the one who would get hung. Incidentally, better that you should stay away from the lower end of Broadway. I tink!

How come BOB EVANS goes to see BOB CLOSE's gal friend who is in the hospital? She is there due to a recent auto accident involving a lamp post. What's the score EVANS?? Ch nurse!

Wonder why LEW DUNFEE is always wanting to go to San Berdoo? Doesn't the local talent compare with Velma or was that just a one night stand? No offense, LEW. (The guy is bigger than me.)

WALT SKRODER, Project Clerk, favorite saying is, "Quick like a rabbit". Silly isn't it?

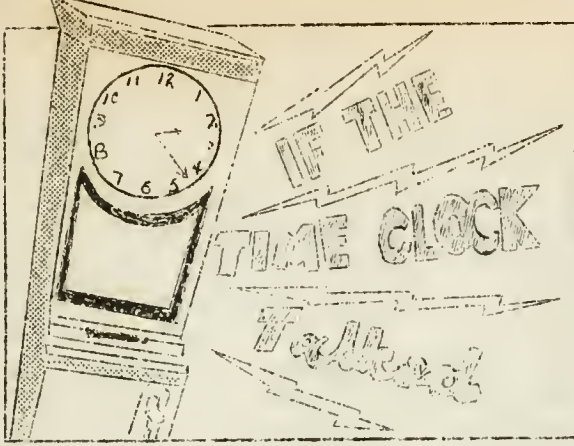
Sorry Mac?

# RYAN









## LIFT SAFELY

Harry hasn't punched me for two days. There's his card still in the "out" rack. I don't like to see a card there because it means that someone is at home sick—or sometimes because he has been hurt.

Harry hurt his back lifting one of those castings.

I heard Foreman Rusty say that he was up to Harry's house to see him last night. They talked and Rusty found out just how Harry had been lifting that casting when he got the strain.

This morning Rusty shut off the power, called all of the boys together, and spent about five minutes going over with them how objects of any kind should be lifted.

The meeting was held right over near me and it is easy to remember these simple rules that Rusty gave them:

1. Never try to lift beyond your strength—ask for help and you will get it.
2. Always crouch down to what you are going to lift.
3. Get a firm grip.
4. Keep your arms straight and keep your back in as near a straight up and down position as possible.
5. Lift gradually—avoid jerky motions.
6. Avoid twisting motions.
7. Lift by standing up or by pushing up with the strong leg muscles. This takes the strain off the back.
8. Put things down the same way.

Rusty ended the meeting with his favorite piece of advice: "Remember fellows this is the right way to lift and it is also the safe way to lift. Let's not have any more back strains!"

Most of the boys already knew what Rusty said but repetition of something

## ON HELPING THE BEGINNER

"Johnny, you dumb-bell, don't you know that 2 plus 3 make 5 not 6?"

Thus spoke Johnny's teacher when for the third time he gave the answer of six to her question of how much was "2 plus 3"

The teacher's outburst of impatience didn't help Johnny solve his problem, at least not immediately.

Johnny's feelings were hurt and upon his return home he informed his Mother that his teacher had called him a dumb-bell.

This was too much for Johnny's Mother to stand. She forthwith had his father see the teacher.

At the meeting between the teacher and parent, the latter contended the teacher had no right to call his son a dumb-bell; that his son was not supposed to know as much as his teacher, and that it was her place to teach and not call names.

This little incident only goes to show that many teachers fail to realize that it is unreasonable to expect a beginner to know as much as his instructor, as otherwise there would be no need for teachers in any line of work.

Remember this in dealing with the beginner and exercise a little patience in helping him over the rough places.

important never hurt anyone. In this case someone may be prevented from getting hurt.

ACCIDENTS DON'T PAY—ASK THE MAN WHO HAD ONE



## LIFT SAFELY!



BOB BOOTH gets the Gold Plated Beer can for this week's prize. Booth journeyed to Los Angeles over the week-end and spent an enjoyable Saturday night and Sunday. Booth went out to get in his car, which was parked in front of the house at which he was staying, and no car! It was lost, strayed or stolen away and, with a new tank full of gas too! Live and learn Bob! That's why they make car keys removable.

Any one who loves the sport of sailing should contact ADMIRAL HARRY FARRIS and ADMIRAL ALLEN CLARK. It seems as though Harry built a lovely little sail boat. So one Sunday bright and early, Farris and Allen decided to launch their pet. Everything went well till Allen grabbed the mast as he was falling overboard and Allen, being such a small skinny person, tipped the boat over sending it and Farris to the bottom but fortunately without casualties. Better try a battleship next time, Farris, and leave Allen home.

Congratulations to the newlyweds! L. R. RUGG, better known as rug-cutter, took the long ride to Yuma with a weeks vacation. Rugg looks like he should have taken two weeks.

Another, WALTER FIELDS, stamper in the Welding Department, also joined the "March of Dames" but he can take it. He got married Saturday evening and came back to work Monday morning. Say, you and Rugg should talk this over.

GEORGE LANE is having fan trouble and he made me a promise. He will fix his fan, this summer when it's hot, so that it will revolve clear around and blow on me half of the time if I promise not to throw anymore sawdust in it. Ain't that sweet?

JIMMY (the jerk) LARSON of Manifold Department is having troubles also these days. Either the seat of his pants is hot or his drawer is nailed shut or some body puts a brick in his lunch bucket and solders it shut. Try to quit throwing rods, Jimmy, and see if that helps.

MEL LADRCOT and HARRY FARRIS had a hot deal over two guns last week....As a consequence they both think the other gyped him. I think that they are both crooks. Eh, what?



## SNOOP SET

by Brenda  
and Cobina

Well, Cobina, Here it is the first day of Spring, and boy, are all the Ryanettes gowed up in their light dresses, and they think they look good! I had the cutest idea for a dress to wear but the Clorox I used wasn't strong enough to take the "Chicken Mash" out of those swell flour sacks I snatched off that truck last week, so I couldn't finish it in time.

You know, Brenda, I heard some fella say we were the girls with the Tattle-Tale Gray Matter. I told you to wash our henna wigs with Fels-Naptha instead of that Saddle Soap.

By the way, Cobina, try and slow down today at Bernardini's so the sparks don't fly from your knife and fork. Say, wasn't that goose grease you had on your hair last time we went? OH, grease off the top of the soup. I guess it don't smell so bad. It must have been noodle soup though, for I've never seen dan-druff that long!

Don't you miss Mr. (Hampie) Hampshire Brenda? When he left, I cried such big tears I had to have my face re-simonized. Let's hope he comes back soon.

Gee, Brenda, some fella told me the Ryanettes ought to eat at Bernardini's on Wednesday because all them flying cadets eat there then and maybe they could take us on a nicer flight than the one we're taking now.

## RYANETTE

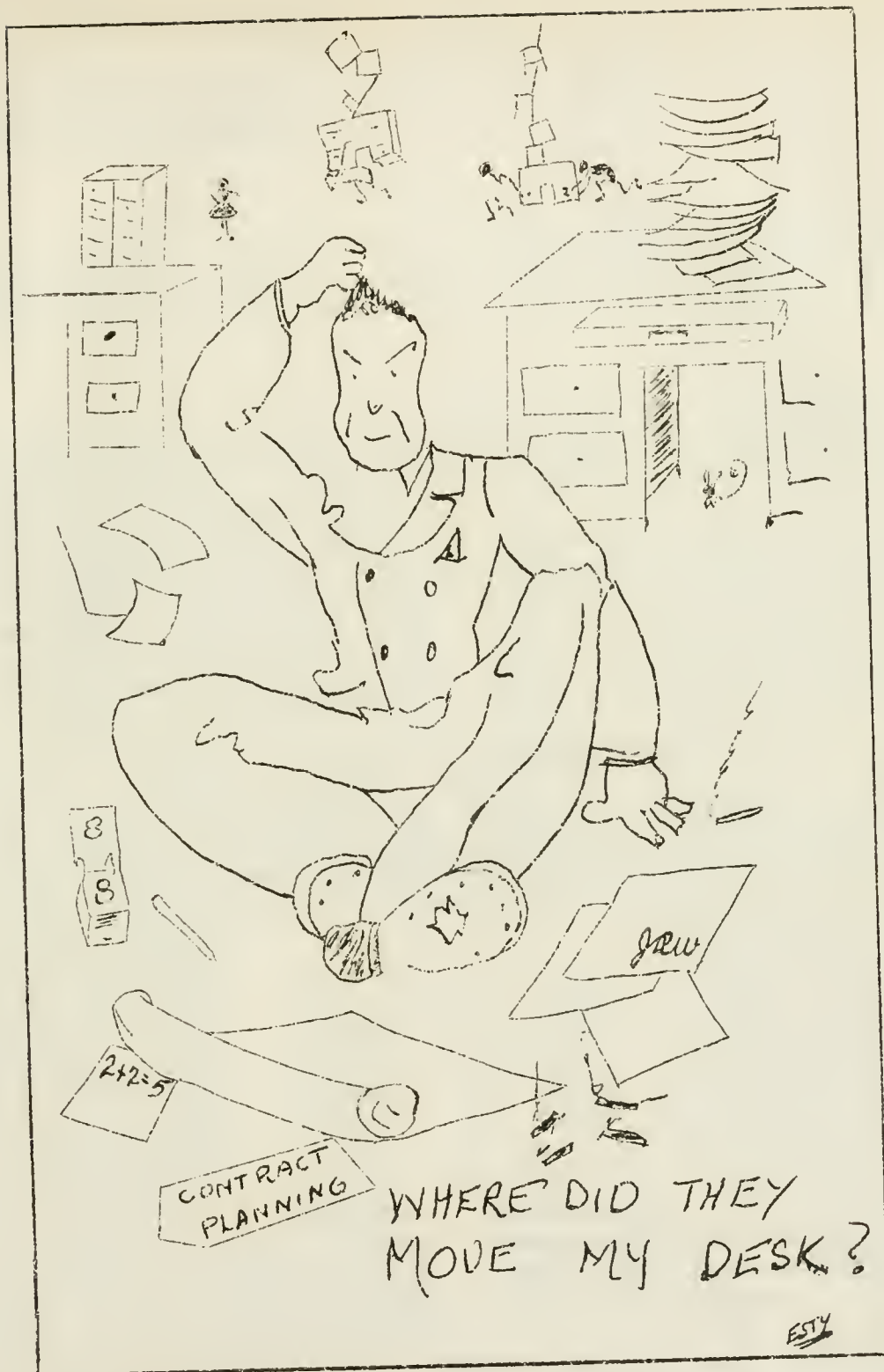
I saw D.W. SWEENEY the past three Saturday nights and he was going pretty well. Asked what occasion he was celebrating he replied, "Christmas". I wonder if someone will tell Sweeney that Christmas comes but once a year — not three times.

So long --











**BULLETIN NO. 2** - This is the second of a series of bulletins which will appear regularly in the RYAN FLYING REPORTER to describe for the American working man facts you will want to know about the American business system; to tell how businesses are built; to explain how they are operated and to define the position that business occupies in American life.

## BUILDING A BUSINESS

A man who drives a truck has certain definite tasks. He must pick up loads at different places, deliver the loads rapidly, but with care, so that he doesn't damage the load or the truck. He may have to see that the truck is properly greased. He may be required to make small repairs.

When this man buys a truck to go into business for himself, he must continue to look after those tasks and he must take on some others. He must make major repairs or pay to have them made. He may be able to run the business from his home, but one way or another, he must

rent, or build, or buy an office and a garage. He must take on the job of finding customers who will do business with him. He must persuade those customers to pay a fair price; he must collect the bills. And he must be responsible for damage that occurs to his loads.

## BUSINESS MEN MUST PROVE ABILITY OR FAIL

If the truckman hasn't the ability to do all these things reasonably well, he will get less money from his own business than he got when he worked for somebody else and may, in the end, lose his truck and all of his savings. As a business man he must assume certain risks and responsibilities that he never took before (his employer always assumed those risks and responsibilities and protected him against them, but when he becomes his own employer, he assumes them himself). If he can't fulfill his responsibilities, he will lose his business, his savings and his job all at once.



Employee



Business Man

If the truckman is a good mechanic who can keep his truck rolling with little expense; if he proves to be a good salesman who can get and hold customers;

if he can collect his bills and take care of his money; if he can avoid damage to his loads, he may establish a good business that will earn more money than he earned on his old job. He will be entitled to more money because he will have developed abilities that he never used before, and he will have assumed risks and responsibilities that he never assumed before.

## RISKS INCREASE AS BUSINESS GROWS

If this truckman's business grows, he will have to hire one or more helpers. If the helpers make mistakes which anger customers or cause damage to trucks or to loads, that's the owner's tough luck. It's his job to plan the work for his helpers, and to teach them how to prevent damage to loads and loss of trade. If he lacks the ability to work with men and to plan for them and teach them, he will never be able to build an important business. He will be forced to be content with a small business, or he may fail utterly.

(continued on next page)





Many businesses fail when the owner takes on assistants. That's a danger point in the development of business. Many men are able to run a business, while they do their own work, but are unable to work with other men, are unable to teach assistants or to plan for them. When these men try to expand their businesses, they are likely to go broke.

## BUSINESS TESTS A MAN'S CHARACTER

Furthermore, when a man hires other people in an effort to expand his business, he puts his own character to a test because the processes of expansion will expose his weaknesses and penalize him for them. He may have gotten away with some tricks when he was employed by somebody else, he may have been able to cheat some of the customers that helped him start his own business, but if he is a tricky fellow, his tricks will catch up with him when he hires assistants to expand his business.

A man can be unfair with his employer and yet hold his job because the employer will merely peg him in a job where his unfairness will harm nobody. A man who operates a one-man business can trim some of his customers and the customers will merely knock his price down until they get the better of him. But

when that man takes assistants into his business, his unfair practices bounce back on him. Assistants who have the ability and initiative to help him will not stay with him, and he will end up with incompetent help who will make many errors which will add to his expense and drive away his trade. Eventually he will fail or go back to his one-man business.

## BUSINESS IS BUILT ON CHARACTER

Many business men fail when they try to grow beyond their one-man businesses, because they lack the character that business requires of men. Usually those men blame everybody but themselves. They seldom understand the simple fundamental fact that a man who cheats his business assistants is destroying the vitality of his business and thereby cheating himself. They do not realize that their unfair practices were merely a form of business suicide.

If the truckman has the integrity to survive the test that comes when he hires assistants, he will be past his major hurdle and on the way toward a sound business. He will probably make some mistakes in choosing his men and will have to correct those mistakes, but

eventually he can build an organization of people of integrity who respect and trust him and who respect and trust each other. Such an organization is necessary if the business is to be permanent. And it is the best insurance that the business will be permanent. Businesses not founded on integrity are short-lived.



## BOSS OR LEADER

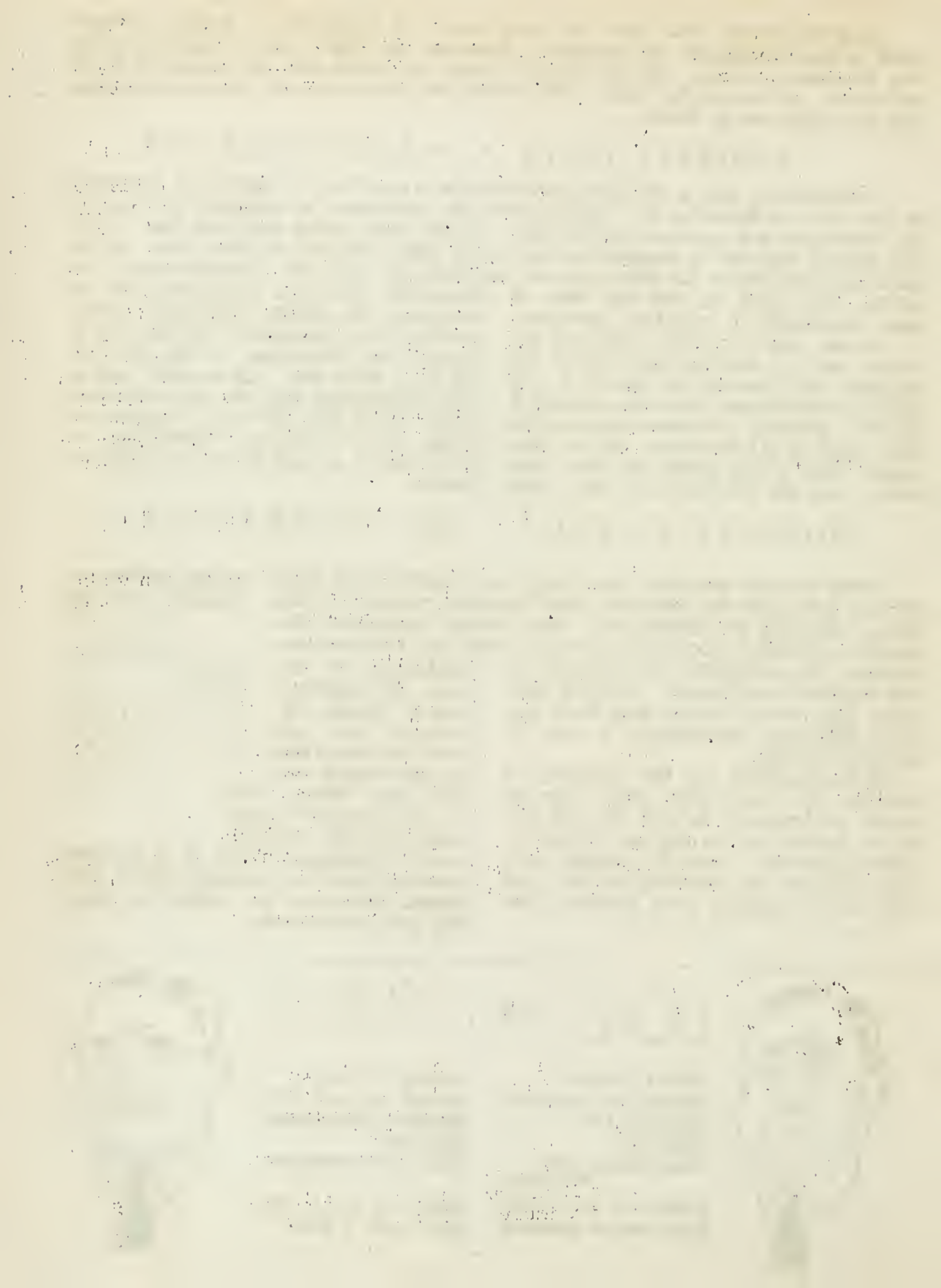
Drives his men  
Depends on authority  
Inspires fear  
Says "I"  
Fixes blame for  
breakdown

Knows how it is done  
Makes work a drudgery

Coaches his men  
Depends on good will  
Inspires enthusiasm  
Says "We"  
Fixes the breakdown

Shows how it is done  
Makes work a game





# RYAN BASKETBALLERS CONCLUDE '41 SEASON

The fast moving Ryan Basketball team played the final game of the Commercial League for the season, coming out on the short end of a 39 to 32 count. The Boys from Ryan have turned in a very successful season and the Company is justly proud of them.

WALLY BORDEN, of Engineering, has been very faithful with his usual fast break for the bucket. NEIL NE POTE, of Fuselage Assembly, has been one of the mainstays of the team and recently has been bringing the crowds to their feet with his display of fast breaking set-ups. JOE BASSO, of Wing Assembly, without a doubt, has been the most faithful consistently good player on this year's squad.

DOUG BASSORE, of Wing Assembly captained the squad and was a very great boost to the team as a whole.

BOB CHASE, of Manifold, has been a consistent winner for the Ryan Team with his clever ball handling, and his will to win. HARRY FARRIS, of Welding, has been one of the team's most loyal players, having missed only one game in the entire season, and that was due to illness.

ED HERRON, of Drop Hammer, was the high point man for the season and could be counted on for at least 10 points a game when the team took the floor.

MOOSE SIRATON, of Fuselage Assembly, was one of the outstanding players on the squad. He was always ready to mix it with the boys but in the entire season was never taken from the floor with four personals.

SAM GILBERT, of Manifold wins the prize for loyalty. SAM has never missed a practice or a scheduled game. Although he did not see a great amount of action, he was always on hand to cheer the team on to victory. When in the contests he was a good long-shot man and at all times did his best. Our hat is off to you, Sam.

The players wish to thank all of the loyal supporters that stuck with them win or lose through the entire season. All in all, Ryan has completed another successful worth-while venture in the realm of athletics, and the Company as a whole is very proud of the basketball team.



## RYAN GOLFERS HOLD FORTH AT RANCHO

The Ryan golfers turned out forty strong at Rancho Santa Fe for the second monthly golf tournament. This month's tourney was a two-man team best-ball affair with individual scores being kept for the purpose of establishing handicaps to be used in future competition, both within the company golf club and the city commercial golf league.

The team of NORDLUND and BILLS came in with a well played 77 gross best ball to carry off a double prize. They were the low gross team with their hot 77, as well as shooting within one shot of the first prize in the blind boggy which was set by the golf committee at 78.

The other prize was for the second blind boggy which was set at 96. STEVE DEEVER and his partner HOVATTER came in with a very well played 98 to take home two new golf balls each.

The next monthly tourney will be announced in the next issue of the Ryan Flying Reporter.

The turnout of golfers was more than fine and it is hoped by all that this spirit will be maintained throughout the entire golf season. Remember, fellows, these events are planned for you, so please continue to take advantage of them.

Just to call your attention to the fact that the Golf Clinic is still being held at the Montemar Driving Fairway every Tuesday evening. Come on out and get the straight of it (No hooks or slices).









BY

Well, Spring is here again—ah, Spring—the season of fresh coats of startling paint on airport gas trucks; of new sky-blue jodphurs on the local airwomen; the renewed hopes and restored wind-socks; the time of year when people who couldn't raise the price of a pipe tray made from the hub of a war surplus propeller dream over their Bock Beer of footloose two thousand mile cross-country jaunts in their own deluxe airliners. But so much for Spring, the gay deceiver, and the difficulties of dividing this world's goods under the Capitalist system. Ho hum --

Have you seen FLOYD BLINNETT'S 1932 Dean Kuller? He paid sixty-nine cents and a second hand catcher's mitt for it. At the lot they put in two gallons of gas and a gallon of oil, and he made it all of the way home without adding any oil. JOHNNIE CAMERON is back with us again, and it's nice to see old faces, I never realized before how old Johnnie's face is.

BILL "NEUTRAL PLANE" JURNLEY, -- the welder (?) plays golf in his sweat sox-- just can't get used to shoes I guess. Since CARL THOMAS had his tools stolen he's not taking any chances. He even nails his rubbers to a plank. SAMMY CALIA bought himself a sewing machine, which he terms "motorcycle"— says he likes to get away in a hurry. Don't worry, Sammy, the Greeks are not coming over there. "EASEL" EVANS, who has been riding on the back fender of said motorcycle, says he now resembles a waffle on one end, and is a little stiff. He's right, he is a little stiff. Catch on how I mean?

TEX WILLIAMS sez the country down home is so level and flat that you must have a bird dog to retrieve your dice. That new work suit of BOB HARRIS' is pretty, but he's only breaking it in for someone else. The boys in the bumping department are buying J.O. Smith a handkerchief. R.P. FARMER had trouble walking with those new shoes till he found out the clerk hadn't cut the string that held them together.

"MYRT" WILDER is kinda sore at youse guys. You are always beefing about not

being able to get in on the athletic and other activities. Myrt went to a lot of trouble to try to organize a couple of softball teams, which should be as easy as pressing a flower in a book, but not one man showed up. He tried to start a bowling league for you fellows and only one man showed up--C. BAKER. All that the rest of you yokels did was offer a lot of alibis. The same thing happened to most of the other teams and clubs, the Riders, the Fliers, the Golf and, Tennis Clubs. Nine times out of ten the excuses start like this, "my girl friend says--", or "my girl friend doesn't want me to--" or "my girl friend takes up my time." Gentlemen, if you are going to have a girl friend lead you around by the hand the rest of your life, you are thumbing your way along in a wheel chair and you'll get about as far as an idiot in a spelling bee. Take it from me, if you ever get as far as Heaven, you'll find that your harp has been strung with apron strings.

The Riders and Fliers are already organized, and you can take it or leave it. We're not waiting for any lily-fingered lollipops. Last Sunday several of the members of the Flying Club went on a breakfast hop--JACK GAGE, MARGE and LOREN PILLING, BLANCHE EIMER, STEVE BROWN, JOE CONN and your Scribe. It was more fun than can be described in this short space. TOMMY FEWINS renewed his ticket and took to the air again Sunday and brought a new member, HARRY MILES. Also two more girls have joined the Club ODESSA HOWELL and CAROLYN BROWN, a couple of lovely brunettes, and I saw them first fellows.

Wouldn't it be nice if LARRY GIBSON would invite all of the Scribes of the staff or the REPORTER in for beer and skittles or say, team and crumpets some afternoon so they could all become better acquainted? Make mine a short beer.

C. A. SERFASS, welder, says the manifold section is spreading like butter in summer, but it gets him away from the daily argument at the "nibbler" between JAMES "I DON'T WANNA POUND WELDS" LUCK,-- and "NEWSBOY" BROWMYER, the marshmellow king. (continued on second following page)



# Behind the scenes

Below starts what we hope will prove to be a series of interesting "Behind the Scenes" articles describing the activities of various departments in the Ryan plant and their relation to the company's complete production program. All department's of the company are invited to submit similar articles. Next issue we expect to have Mel Thompson give out with the dope on the Inspection Department.

## THE STATISTICAL DEPARTMENT

by Felix Rossoll

This department is comparatively new within the organization of the Ryan Aeronautical Company, and is headed up by the writer, who has had 27 years of experience in aircraft manufacturing, and is ably assisted by HAROLD SCHRIVER. We both may be considered as "Old Timers" insofar as the present plant and organization of Ryan is concerned.

The company has grown to four times the productive capacity since we came to the Ryan Aeronautical Company, and have since been actively concerned in assisting the company through its "growing pains".

It is the primary function of this department to compile the reports and statistics required by the Government in accordance with their regulations. This department was formerly associated with the Planning Department, but since the advent of the National Defense Program throughout our country, it has become increasingly necessary for Government Procurement and Planning Departments to make heavy demands on the Aircraft Industry for statistical information on materials, man-hours, productive facilities, personnel requirements, etc., so that the necessity for the establishment of a separate department where this information could be consolidated became acute.

Thus, the Statistical Department of the Ryan Aeronautical Company became a fact in January, 1941. Reports and information formerly prepared in the various operating departments have now been centralized in this one department.

Reports and statistics were formerly considered just a "necessary function" in the operation of the business, but, during this period of National Emergency, both the Government and the Company have come to realize that these reports are a reliable method of forecasting future developments and requirements as to the

productive facilities of this organization, and are of considerable assistance in formulating the basis of future plans and actions by the procuring agencies. The information disseminated by this department must necessarily be as nearly 100% accurate as possible.

In order that this department function efficiently, it is necessary that the personnel contact every other department in the pursuance of their duties in order to obtain the necessary facts which must be reported. This department is receiving everyone's wholehearted cooperation.

It may occasionally occur that a "rush job" is on the fire and must be completed by a certain date, and that it is necessary to put a little "heat" under some other department to get the required data----remember, if such is the case, there is nothing personal involved, but that time is limited for one reason or another. We must also remember that these reports are usually indirect contacts with Government Procurement and Planning Agencies of the Air Corps and Defense Commission, and that we must get our data to its destination on time.

As one official stated "That information is vital -- we must have it now. Don't you fellows realize there's a war on?" To quote an official from Wright Field who was visiting here a short time ago on business, "We have no kick to make on Ryan's reports". We endeavor to give satisfaction and service and want to maintain the company policy of getting our data out when it is due.

(continued on next page)









## more about THE STATISTICAL DEPARTMENT

If any department or individual needs facts or figures, this department maintains a drawer of files containing information which will be dispensed to the proper individuals or departments providing the information requested is not of a confidential nature.

Incidentally, if you see anyone walking around the halls or other departments muttering to himself about man-hours, productive-hours, non-productive floor space, foot-pounds per output, indirect labor productive capacities, pounds-output-per-man and any other odd-sounding phrases, you may be sure that some member of the statistical department is on the loose again and on the scent of some information.

We finally get down to the fact that we are all working for the Ryan Aeronautical Company, individually and collectively, and our prime purpose is to produce and market Ryan Airplanes, more Ryan Airplanes, and still more and better

Ryan Airplanes -- to make the name of "Ryan" known the world over and to be synonymous with Airplanes of superior performance, dependability, and quality workmanship.

In order to accomplish this, all of us must work together for this common goal regardless of selfish personal gain, and in so doing, the individual, the company, the city, and the government will all stand to benefit, but, most of all, we ourselves may keep our chins up and stand up to the world and say, "There is a job that I performed at Ryan's -- I'm proud of it".

EDDIE MOLLOY's slogan and aim is "To keep Ryan's a good place to work", so let's set a standard for ourselves and say "Let's make Ryan's the best place to work". We assure you that the Statistical Department is proud of being associated with Ryan's and its splendid group of personnel, and is proud of the work it is doing in forwarding the aims of the individual, the Company, and the National Defense Program.

## more about MANIFOLD NIGHTHAWKS

R. E. CATON tried to get some of the boys to go grunion fishing, with the usual result. He went alone, and caught three dishpans full.

It took the recent rains to prove that there are a lot of regular guys in the "Sweat shop". With my own one good eye, I saw F. E. FLINN stick around for an hour one night pushing fellows out of the mud, and that little car of his took more whalloping than a couple of drums in a night club. CARL KRUEGER loaned his only spare tire to CATON, who a little later found me stalled in the lake at the Base, and pushed my stump puller all of the way home. There were a lot more, but I'm sorry that the names have slipped away like a cat on a slate roof.

RAY MORKOWSKI was once a diamond merchant. He sold peanuts at a base ball diamond. "HAP" MILLER said he was just resting his eyes when he watched those two girls on Broadway. JARDINE and KEITH were arguing as to the difference between "casserole" and "camisole" (I thought those things went out with the Poke Bonnet). Anyway, R. HARLAN has the right answer, "It all depends whether the chicken you put in it is dead or alive."

The bowling teams had to join Solar's

league in order to have any competition. What's the matter with Ryan's? Maybe the answer is that DON FORCE was beaten by five points by MRS. JACK EVANS.

RED BECKER, BUTCH ORTIZ, and JIMMY NEBEL-THAU are trying to make the Stein team at Maine. G. T. BELL says he got that lump on his head by sitting up too suddenly under a table. BOB SWAFFORD is still trying to work on the reclassification. He says it's tougher to straighten out than a bow tie. Looks like O. SMITH is combing his hair with an egg beater lately, how come?

How did you make it, Butch; the hard way?



a stitch in time -





## GOOD NEWS FOR RYAN AUTOMOBILE OWNERS

TO: CLAUDE RYAN  
FROM: FRED FORD  
CONTRACT PLANNING  
SALES ENGINEER



Dear Boss:

Having recently returned from a trip to New York and vicinity, I feel that you would like to know how the old home town is making out in this race for defense preparedness.

Trips from L. A. to Frisco are usually uneventful, but if you will look up the records you will find that United Air Lines had one of its roughest on the night of February fifth.

Frisco to Cheyenne was uneventful as was Cheyenne to Omaha. However, Omaha to Chicago was interesting in that icing conditions prevailed and it was interesting to watch the modern de-icers perform their duty so efficiently. Conditions remained the same to Cleveland, but from there to New York were ideal.

Vought-Sikorsky located in Stratford, Connecticut, are very busy on both Navy and export orders and are undergoing the same expansion program that we are here on the West Coast. They showed considerable interest in our manifold and have subsequently sent us an inquiry on them.

Brewster Aeronautical likewise showed considerable interest in our manifold, but they are in full production at this time with no new designs on the boards at present. The large buildings erected at the Newark Airport for maintenance hangars for the airlines have been taken over by Brewster and they are also making Consolidated wings and parts there.

Republic Aircraft, formerly Seversky to you old timers, have recently been awarded the largest contract that has ever been let for one type plane by the U. S. Gov't. It is basically the old P-35 with a turbo supercharger installation. They, like Vought, are experiencing a tremendous expansion program and buildings are sprouting up all over the place.

Still on Long Island, Grumman Aircraft have practically completed their new

Through the cooperation of the management, exceptionally low automobile insurance rates are now available to all Ryan employees

The insurance broker for the Ryan companies has arranged with one of the strong American insurance companies to write Fire, Theft, Collision, Public Liability and Property Damage Insurance on automobiles owned by Ryan employees at rates substantially lower than the standard rates obtainable.

If your insurance is about to run out or if you do not now carry any due to the high cost, you may get in touch with the personnel office, leaving your name and the time you want the insurance man to see you.

Fire insurance on homes or personal property is also available to Ryan employees at special rates.

buildings and are firing away twenty four hours per day on Navy and export orders.

Glenn L. Martin in Baltimore showed more than a passing interest in our manifold because they were having a bit of trouble with vibration cracks on their present manifolds. They are also running the race against time to get buildings put up in time to take care of the current defense program needs.

At Louisville, Kentucky, there is a company known as the Reynolds Metal Company which has gone into making aluminum products for the aircraft industry. Going through this plant was an education and it was easily understood why aluminum products cost so much.

Vultee Aircraft located at Nashville (nuff said) are undergoing the largest expansion program encountered. Their buildings are about 80% complete and the new plant down there is something akin in size to the Consol Plant here.

Weather conditions in the East were not so good in that it was rainy, damp, and raw most of the time. The only snow encountered was at Memphis, but that didn't amount to much.

All in all it was a very fine trip, but it's kinda nice to get back.

## SPEED—AND SPEED NOW— PRES. ROOSEVELT





WING  
ASSEMBLY  
by  
The  
KITE  
MAKER



HAROLD JOHNSON and CHANLEY FLOTO have a reciprocal trade agreement. JOHNSON takes his girl to watch him bowl, and that's where FLOTO takes over. JOHNSON starts to bowl and FLOTO walks over and sits down next to JOHNSON'S girl and explains the game to her.

JOHNSON is the boy who is wearing his hat over three stitches he received when he backed into a bunch of trees at forty miles an hour (a'chuck-hole started him going backward). Guess who showed up right after the wreck — FLOTO.

FRED SIMONIDES, CHRIS ORTEL, and BUD BEERY are the three boys who look forward each week to Sunday so they can work around their new houses if it doesn't rain. BUD wants any of you fellows in the department to come out to his house and try his brand new deluxe ball-oon-tire wheelbarrow on about ten yards of soil.

We have three new boys in the wing department transferred from Sheet Metal. They are BOB MROSS, JACK JACKSON and BUD GRABAR. We're glad to have you with us and would appreciate it if you would keep your eye on "OH JOHNNY BURKE". He's going to get his nose caught in one of those stub-wings while he's looking at a rivet.

Speaking of rivet-looker-aters AL JUESHKE is back, only this time he's got a mirror in one hand and a flash light in the other at the inspection table.

A few days ago CHUCK KELLOGG DIDN'T get to work but he put a note on LEW HORVATICH'S windshield to make everything O.K. — LEW couldn't read the note.

Say LEW, what are you going to do with that Elk's tooth" you've been carrying around? Is it the sentiment behind it or the \$8.00 filling in it?

ROCKY FIEHLER of the stub wing department had a touch of something or the

other, when he didn't show up for work a week ago Monday. ROCKY was put on a liquid diet, but didn't stick to it. Sunday night he was seen in a Pacific Beach Cocktail lounge eating a bag of peanuts. Consequently ROCKY was in bed all day Monday. Consultants on the above diet were ORTIZ and BECKER of the Manifold Department.

Will someone explain to BILL WADDELL that it doesn't have to be a boy to give out cigars. Bill we'er waiting.

If JOE BASSO'S blood test comes back from Sacramento and shows that he isn't rotten that will make him A-1 for the Army, and if the Office doesn't get him deferred we will probably see him back from his vacation a year from next month.

All of the boys are being brought back to the wing department. It's been so long that they seem like lost cousins. Well, we're glad to see you and we'll probably be up to our neck in work very soon.

One Saturday about two weeks ago a few of the wing boys went down to the receiving stockroom to uncrate stainless steel. Everything was going fine when there was a loud scream and two boys carried DAVE ROLLINS to First Aid.

It seems that DAVE was lifting a piece of steel and it slipped out of his hand in slipping it practically "cut off his thumb". If any of you boys go to First Aid ask PAT about the wound.

HAROLD MORGAN took Monday off a couple of weeks ago. I wonder what he did? — Get married? — That's right. Good luck, HAROLD. I guess your just, another good man lost.

\* \* \* \*

## SENSE AND NONSENSE

Questions actually asked by people examining the Ryan PT-20As at the Lindbergh Field exhibit or Army planes held recently for Ryan and Consolidated employees:

A young man, referring to the gasoline gauge: "Is that the wind direction indicator to tell which way to land?"

An elderly gentleman seeing the sign "Wobble Pump" in the rear cockpit: Is it necessary to have a hydraulic pump arrangement to take the wobble out of the plane?





# RYAN - ETTES

by  
Mildred  
Alkire

The Ryanettes Luncheon Club met on the first day of spring and blossomed forth in prints and daffodils. Honored guests this month were BETTY FRANK and DOROTHY MANNING. They took the ceremony rather seriously when they discovered that they are now in the responsible position of planning the next meeting. Dorothy Manning will take over the column, and Betty will assume the social obligations, so they are on their way. HAPPY BIRTHDAYS AND GOOD LUCK TO THE BOTH OF YOU.

DOROTHY MANNING, who is playing the leading role in The Ryan Drama Club's "Our Boarding House" is going to leave us for a month in June if her plans for Honolulu can meet her requirements. By the way, that is one swell show and we are very well represented in the cast. In looking over the list of characters, we see GENEVIEVE BOYER, LENORE BARR, JERRY WRIGHT, JANE ALLEN and possibly a couple more that don't know it yet, but will soon.

Have you noticed how chivalrous the gentlemen of Ryan are on our luncheon days? They really come forth as Sir Galahads and offer us transportation—and don't think we don't appreciate it. Thanks a lot, gentlemen, and we do mean you!

Yours truly accidentally ran into the Ryan Bowling Club last Thursday nite, and maybe you don't think that sport is popular with both men and women. Just for food for thought, how about our getting in on some practice and take the men? Who said that? With our program growing larger and larger with a Spring Dance, and deep-sea fishing trip, etc., etc., perhaps it is about time we elec-

MANIFOLD "NIGHTS" by Ray Morkowski

Why, of course, the Manifold Department second shift has a golf team! Of course MYRT WILDER and BAKER (very much against their will and because of too many drives into the rough) practically financed the first round of the team which includes also DEVER, PETERSON, and HOVATTER. They feel that they will be reimbursed if they can induce MR. MARCO'S office team to play a match with them. We wonder if WILDER really did throw his clubs in the bay? He threatened to. WILDER, we could forget that but when you started bowling between your legs that's a different story.

You might think that this boy WILDER gets too much publicity, but he rates it. Even now he is trying to organize a softball team for the second shift boys, so let's all fall in line with a little cooperation and undoubtedly we will be able to take down the day shift some Sunday in the not so distant future.

Baseball practice for the night shift men is held at Navy Field every Tuesday and Thursday morning at 10 A.M. Don't forget, fellows, we still bowl on Wednesday mornings at the Fourth and Cedar Alleys. Come one, come all!

Don't you think that BURBANK would have been money ahead if he had gone downtown and spent five or ten bucks for some real jewelry.

"BUTCH" and BENNETT sure appreciate your feat of March lith, Mr. Simonson. Keep up the good work.

\*\* \*\* \*

IN THE SHOP OR ON THE GOLF COURSE



FOLLOW THRU!

ted ourselves as committees of one to help the chairmen as much as possible for it is a great load for just a few people to carry.

Well, this is yours truly's exit and the column goes on with the Club, but I think right here and now I'll pass the vote of thanks to MARY FREEL — one swell girl, with everything it takes. She has done a wonderful job to help start the club and we will always be grateful. Goodbye now.







# MANIFOLD EXHAUST

by  
Brad Harris



Where do the Bat and the Shadow, et al, get their sparkling ideas for their by-weekly stint...? Now me, it's a struggle! Ah, well, here goes .....

Saw some snapshots of the son and heir to the BELMONT millions. There's a lad for you. Looks like a potential football star. Quite a chunky little rascal. Not so long, lean, and lathy like his Dad. H.M. BOUCHEY has found that hammers are not particularly tooth some morsels. Seems he tried to bite one the other day. It's easier on your teeth to throw your hat down and jump on it when you are irritated.

Before "Lake Ryan" dried up, Neptunus Rex, was going to send a destroyer around for E.G. FULKERSON. However the lake is now a mere damp spot, so Fulkerson will have to report back to duty in the Navy in the usual manner. So long guy, here's to a happy ship for you!

Will some one please tell me where DYKE WARREN got that little white cap he wears. Every time I see him, I keep looking around for his scooter. Speaking of scooters, it might be a good idea, what with the plant expanding the way it is, to issue skates or something to us. Sure would expedite getting around. Might cause a slight traffic jam in around the jigs but that problem could be solved.

Another item... it sure would be handy to have a directory or maybe arrows painted on the walls as they do in the subways back home, so we could find out where everybody has moved to. A bit bewildering to a country lad like me

Set your mind at ease, ERNIE MOORE does not sleep at the plant, but before he has to present his card at home, he's going to take a Sunday off. Just to get back in touch with his family again. Reminds me of working the night shift in a radio station.

That blonde squire of beauteous damsels, DON JOHNS, HAS GOTTEN A new chromium gadget to fasten on his shiny new Mercury. If you notice a brilliant glow approaching sometime, it's Donald, and I might add, beware!

Have been bitten by the Archery bug, and, unlike other bugs, it was a pleasure. More darn fun than you can shake a stick at. He of the silver arrows, DUSTY PIETTYMAN is more or less responsible for the unintelligible mumble of things at our house. Things like P.O.A bow sights, how many strands to a bow string for a 38 lb. bow, spiral fletch vs the straight fletch, and it goes on like that for years they tell me. Well, it's still fun, and thanks Dusty.

Missed GENEVIEVE BOYER'S succinct comments last issue. There's a gal with a very pleasant style, writing and other wise. Hope she calls again, but soon. And Larry, hows to persuade EULA MARTIN to contribute some more of her poems? Read one the other day — nice!

Well, thanks for listening -----

or, were you?

\* \* \*

## NOTHING PERSONAL, YOU ENGINEERS--- BUT

Most engineers are funny guys.  
This streamlined age has made them nuts:  
They seldom fly - just work in huts -  
And tell the lad who has the guts  
A ship's okey before it flies.

Yes - engineers are funny guys -  
They make their drawings just as though  
A slide rule ought to make them go -  
But how they'll run they never know  
'Cause engineers are funny guys.

An L.E. once designed a hack,  
(The "Everfly" he called his dear).  
It took off for the stratosphere -  
Now it's been up about a year.  
He wonders when it's coming back!

Most engineers are funny guys  
They like to boast the bit they know -  
There's one or two exceptions, though..  
My bosses (Ssh, I need the dough!)  
Are sterling fellows wondrous wise.

Ryan



# "ANALYZED"- BY THE LAB

## CORROSION OF AIRCRAFT PARTS

In the last issue of the Ryan Flying Reporter we discussed the necessity of corrosion prevention. We bring this subject to a close with the following descriptions of the different methods of preventing corrosion in aircraft work:

**CADMIUM PLATING:** This method is employed in cases where parts are exposed, and where a condition exists where dissimilar metals are in contact. This will prevent corrosion, since the metal Cadmium resists to a high degree any attack by the elements. It serves the additional purpose of preventing Galvanic Corrosion.

**ANODIZING:** For the protection of Aluminum and Aluminum Alloys.

**P-27 ZINC CHROMATE PRIMER:** For the protection of Aluminum and Aluminum Alloys, which are not subjected to Salt Atmosphere, and conditions equally so severe, also Steels.

**PAINTING:** For the protection of parts which do not lend themselves to plating. (Example--Nuts, bolts, tie rods, flying wires, etc.) **NOTE:** In their constant endeavor to combat corrosion, the Aircraft Manufacturer will, in addition to Priming add a final coat of Aluminized Lacquer for added protection. This latter has been found to be superior insofar as protection is concerned. It may be further added that Anodized surfaces are often painted for additional protection.

**PASSIVATING:** For the protection of Stainless Steels.

**LINSEED OILING:** For the inner protection of steel tubes to prevent inner rusting.

**GALVANIC CORROSION:** Whenever a condition exists where two different metals are in contact, the materials are subject to Galvanic Corrosion. This is due to the fact that each metal has a different electrical potential, and when moisture, dust, salt vapor, etc., are added, we have a condition where an electrical current can flow. The current will flow from the metal of the HIGHER potential to metal of the LOWER potential. In this way, the material of the lower potential is protected AT THE EXPENSE OF the mate-



# "SOLO"

from

Time Magazine

"The big moment has come. Somewhere back in the student's mind the thought rolls turgidly: "Can I solo? Will I make a bull---maybe crack up?" But his conscious mind is busy with the job ahead. "This is it," he says to himself; and shoves the throttle gently open. Minus the instructor, the plane is light, gets its tail up fast. Busy with the job of getting off the ground, the fledgling pilot is in the air before he has time to miss his company. Then circling the field alone, he notices that the helmeted head in front is gone---no one to bellow at his mistakes, the relief of doing what he wants, being in complete charge. Once around the field and he comes in for a landing, again becomes too busy to notice his loneliness. He never really appreciates what he has done until his feet are back on solid ground. The big thrill is talking about it afterwards."

rial of the higher potential. It is for this reason that ALCLAD materials are so resistant to corrosion. The Aluminum coating having a higher potential is used up, meanwhile protecting the inner dural core which in reality is the material which carries the load. In addition to this latter protection, the Aluminum itself is highly resistant to corrosion. As mentioned earlier Cadmium plating assists in avoiding conditions of Galvanic Corrosion. This is due to the fact that the electrical potential of Cadmium lies between steel and Aluminum, and this way dissimilar metal contacts are avoided.

**METAL SPRAY:** This should also be added as a protective measure. Pure metals, (Aluminum has proven very satisfactory), are sprayed in the molten condition, in a manner similar to spray painting, and the resultant finish formed is a metallic covering which is often used on Chrome Molybdenum motor mounts.

William van den Akker

# RYAN











Latest type Ryan military training plane which is now in volume production for the U. S. Army Air Corps and the U. S. Navy.



During 1940 Ryan developed and exported these new seaplanes for naval pilot training.

## *These New Wings Carry the Ryan Tradition of Excellence*

"Dragonfly" observation planes designed and built by Ryan for the Army have sensational performance.

The PT-20A, manufactured for the Army, was the first model of the Ryan training plane to be equipped with a radial engine.



# RYAN FLYING REPORTER

**THE STANDARD  
BY WHICH ALL OTHER  
TRAINERS ARE JUDGED**



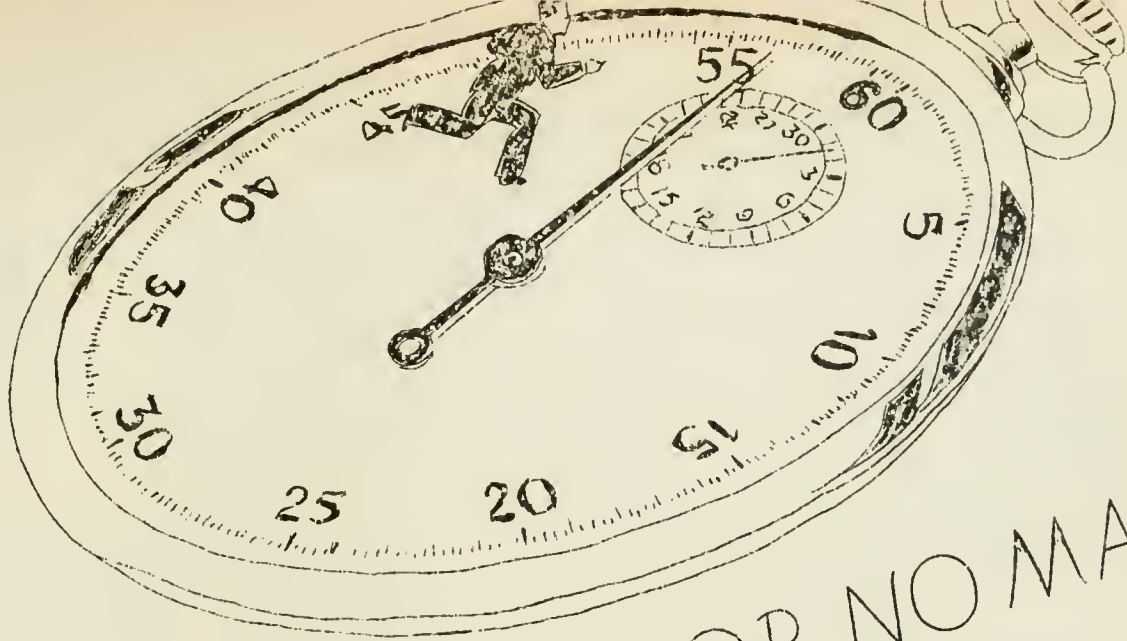
Contractors to the

U. S. Army Air Corps

*Ryan*







TIME WAITS FOR NO MAN  
LET'S KEEP  
PRODUCTION ROLLING



ARMY  
PILOT

RYAN  
WORKER

PARTNERS IN AMERICA'S DEFENSE



# RYAN FLYING REPORTER

Published by Employees of the  
RYAN AERONAUTICAL COMPANY  
through their Welfare Department

---

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J. R. Conyers  
Lawrence Norton  
Mel Thompson  
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M. Marco

## Departmental and Organizations:

|                     |                  |
|---------------------|------------------|
| Manifold Nighthawks | The Shadow       |
| Manifold Exhaust    | Russ Nordlund    |
| Dramatic Club       |                  |
| Things 'N Stuff     | Penn E. Wise     |
| Manifold Nights     | R. J. Morkowski  |
| Maintenance         | Pat Kelly        |
| Drop-Hammer News    | Wes Burroughs    |
| The Ghost Talks     | The Ghost        |
| Time Clock          | Safety Committee |
| Welding             | Ken Murray       |
| Sheet Metal         | S. M. Halley     |
| Engineering         | V. J. Park, Jr.  |
| Final Assembly      | Roy Ryan         |

Our special thanks go to two new cartoonist contributors-----Wally Mallot, of the foundry, second shift; and J. R. Conyers, of the Engineering Department. Conyers is also starting in this issue a series of personal interviews with company executives. Apparently he wants us all to know that they are not monsters after all. Mallot wields a fancy pen and we hope to see his drawings often in print.

## RESOLVED

I will try to be the man  
My mother thinks I am.

Don't try to be an earthly saint  
With eyes fixed on a star,  
But just try to be the fellow  
Your mother thinks you are.

Submitted by George Rodgers  
3rd Shift, Machine Shop

# FROM THE FRONT OFFICE

Webster says INDIVIDUALITY is "The quality that distinguishes one person or thing from another; DISTINCTIVE CHARACTER".

He also defines COOPERATION as "Acting or operating jointly with another or others".

Did you ever stop to realize that the Ryan Aeronautical Company through its Management encourages each of you as an employee to keep your INDIVIDUALITY, but as such, requests that you COOPERATE.

There are some companies who want each employee's COOPERATION but who try to take away their INDIVIDUALITY.

This Company's policy of INDIVIDUALITY with COOPERATION means --

(1) If any employee has a logical and sound viewpoint concerning his department's problem, he should voice his viewpoint until it reaches the "open door" of the Works Manager's office.

(2) Here hold-ups, delays and inefficiencies in other departments affect the smooth functioning of one's own department, the department head whose department is being prejudiced has the duty to notify management of this situation.

The purpose of this policy of INDIVIDUALITY with COOPERATION and its effect is to bring problems to a point of general discussion by those concerned and assures each employee that he may have his day in court.

Naturally, there will be times when an original viewpoint during the process of argument will develop into a much different thought. However, this has not taken away INDIVIDUALITY because the original viewpoint has fulfilled its duty in being the instigation of a new procedure.

I think all of us should appreciate the fact that we, as employees of the Ryan Aeronautical Company, can without prejudice maintain our status as INDIVIDUALS and we should show our appreciation by consistently adhering to the rules of COOPERATION. The Ryan employee is very fortunate to have management personnel who put their stamp of approval on the policy of INDIVIDUALITY with COOPERATION.

*George Adams*





# HERE AND THERE ABOUT OUR FACTORY

WING  
ASSEMBLY  
by  
The  
KITE  
MAKER



Us fellows who work inside the plant and have acquired that pool room tan from so doing are looking with envious eyes on the saddle colored gents who have returned to the Wing Assembly from the rest cure at Sun Valley (The Plant Yard), BASSORE, DAVIS, and MARINOLLO. Another dividend gained by working in the Wing Assembly.

TOM BEERY, a recent acquisition from the Peninsula must have that certain something that causes little birds to take it on the lamb from the well-known twig. It seems that he had an idea that he would like to take the lofting course given at State College. So, the night he went out to try to enroll, they welcomed him with open arms, patted him on the head, baked a cake and put up clean curtains, while a thousand local yokels were wandering around the joint trying to find the right door to knock on.

You know, we once thought the balcony stairs would last practically forever, but since "CURLY" CONWAY, the service parts mogul runs up and down so much carrying three washers at a time from his squirrel cage to the paint shop, we think that they won't last 'til Christmas.

Personally, we are not brave employees, but we wish someone with courage and a heavy-weight disposition would ask the "White Hope" of Coronado what kind of a fracas one has to get into to acquire those floor-board knees he has. One way would be boxing a Singer Midget but we want the truth.

The Flag of Welcome is out for R. J. KINTZ, JESS (Wyoming) DILLAVOU, ORVILLE SMITH, ED FRITSCHER, CLYDE (Corkie) YEAGLE, and BOB PLUMMER.

I wonder if the left side of the building is tired of being moved?

The usual unusual weather, has made a change in the address of the Ryan Aeronautical Company back to Wade and Plum. Wade in mud Plum up to and including.

If E. E. BEERY tries to button-hole you and pour out a tale of painful sunburn, eyebrow raising is in order. The time-honored method of moving dirt from one given spot to another compels the mover to work in a stooping position, and how anyone can get his chest sunburned while so doing, as per the Beery story, (take it either way) surpasses all imagination. The name and address of the one who knows the truth of the story will be furnished on request. The low-down is this so-help-me:

Beery lay on his back sunning himself while his poor little 4 year old daughter loaded the wheel-barrow and his wife pushed same, both being coerced by loud and violent language and a broom club....

## FOREMEN ORGANIZE

This is the first article on our brand new Ryan Foreman's Club, and we wish to start by extending a vote of thanks to the Ryan Management for the fine beginning they gave us.

The dinner itself was exceptionally good and the meeting went off with clock-like procedure--Rex Seaton providing the entertainment.

The purpose behind our Club is to promote a better understanding among our departments, exchange ideas for the general good of the plant and to "Keep Ryans a Good Place to Work" for that is, of course, where our interests lie.

We as a body feel that if this can be accomplished, our Club will be well worth while.

Election of officers was held and they are as follows: ACE EDMISTON, Layout Department, President; EDDIE OBERBAUER, Experimental Department, Vice-President; T. J. JOHNSON, Fuselage Department, Secy. and Treas.

T. J. Johnson, Sec'y.

# RYAN





BY

"Mix equal proportions of olive oil and Turkish coffee. To make Turkish coffee, mix finely pulverized coffee with equal amount of granulated sugar, add the coffee to boiling water, and boil three times." Hey wait a minute 'til I shut off this radio--

Now let me see----what was I going to say? Oh yes, as the skunk said to the wind, "It all comes back to me now." (To paraphrase a current song hit). BILL PAUL/ETTER says one of his men is so lazy that when he had the seven year itch, he was five years behind in scratching it out.

Thanks to BRAD HARRIS for the kind words. That's a beer I owe you, Brad. PONCHO MALLOTT says there are three places you can always find a Ryan man---Sears Roebuck, the Pep Boys, and then there is a certain spot in Tijuana.

The Ryan Rowing Club is trying to get a few more members to make up a crew for the ten man yawl, so why don't yawl come out and row? The oarsmen now include "BUTCH" ORTIZ, "HAF" MILLER, FLOYD BENNETT, SLACK BURBANK, "KEAFIE" BECKER, and JOHN MONROE CAMERON.

Our genial doctor, "MOON" MULLINS, has three lovely daughters. Stop crowding fellows. DAPPER DAN BURNETT thinks that the latest addition to the family will set his draft classification back, so that he'll fight in the war after the next one. "ROSIE" GUSSMAN wants to know if any more of you fellows want him to see the etchings in your apartments.

Two applicants for the Drama Club are K. A. MCCOY, who once played in "Stolen Silver", (Mac took the silver) and R. T. "SHADY" LANE, who played one of the bloodhounds in "Uncle Tom's Cabin".

There are those who took umbrage at my remarks about the quitters and cream puffs who promise to do something and then don't do it. I shall be only too happy to accommodate those men (?) three at a time each evening at closing time, as long as they last. Line forms on the right.

MYRT WILDER reports a much better turnout, however, for ball practice, except for BOWLER FERGUSON. Since the new arrival at his home, he has all the bawl practice he needs. He says it's more

exercise than tearing down a jail from the inside.

"SLEEPY" HORN eats his desert before he does the rest of his lunch. Maybe his stomach is upset. Thanks JENS NEWMAN. Saw DAVE WEMPLE dance with his wife the other night at the Paris Inn. He goes thru a whirl like an egg beater in an omelet factory. JIMMY "MOSQUITO FLUET" LARSEN has his throat all wrapped up. Has he been sticking his neck out again?

"SINGING SAM THE CERTIFIED MAN" SALLIA works with a heavy heart nowadays. It has been his custom to sing along with his work, but a factory gendarme insisted the plant wasn't the place to practice. It's too bad, because Sammy has a fine voice and it was a pleasure to hear him sing bits of "Rigoletto", "Pagliacci", "Il Trovatore".

The Flying Club had a little fried chicken and beer lunch last Sunday. ODESSA HOWELL made her first flight, and says she'd rather fly than own the bottling rights to the Pacific Ocean. Quite a number of the gang were out--and don't forget the breakfast hop next Sunday. JERRY CONNELLY is no longer flying the Silex Spitfires, but has graduated to a Vaco. JACK ROGERS, one of our former club members, is now flying for American Airlines, dropped in to see us.

FLOYD BENNETT couldn't be with us yesterday, as he was injured at choir practice when he sprained his ankle stepping on a cork. M. BOOTH was over an hour trying to attract the pigeons at the Plaza with his popcorn. Finally, however, a couple of them spotted him. McOSKER of the Dust Bowl, says that now instead of plowing the crops under they are planting the seeds upside down. C. A. ENDICOTT, watching several members of the Flying Club leave the ground, is going to get both feet off the ground again one of these days. He's an old timer at it.

"PRECIOUS" PARIS and "LAMBIE PIE" WILCOX are having girl trouble again. That old trinagle has been worked so often that it has round edges like a farmer's haircut.

Any resemblance or inference to any person, living or dead, is probably only too true.







# MEET CLAUDE RYAN

BY J.R. CONYERS



T. Claude Ryan heatedly swears that he did not look like this on his 15th birthday (1913) in hometown Parsons, Kansas. Perhaps—but reliable sources indicate that he did (Reference - Eastman Camera Co.).

At any rate, it was at about this age that T. Claude, like most of us, started dreaming of model airplanes that wouldn't fly and becoming generally air-minded.

Also around this time his father bought an orange ranch here in California and the Ryan family came west. This was highly O.K. with T. Claude as it was much nearer airplanes.

During his High School years he worked variously at selling newspapers, driving a laundry route, swamping in a locomotive shop, picking fruit, etc. Then, when World War I was declared he tried to get in as a flying cadet. After passing all physical requirements his age tripped up the scheme.

It seems T. Claude has been a fairly thrifty lad. So with the money he saved (and some help from his dad) he enrolled in the American School of Aviation in Venice, California. For \$500 they agreed to give him 400 minutes of instruction in their two airplanes, one of which could only taxi. Since the flyable ship, an old Curtiss pusher, was being repaired most of the time, this proved to be a slow way of growing wings. Finally, he did get into the air solo and when he came down, the \$75.00 worth of repairs on the landing gear was the last straw and the school had to quit business.

EDITOR'S NOTE: Well, fellows, here's the pure and unadulterated dope on T. Claude Ryan.

This article is the first of a series we plan to print. In each issue of the RYAN FLYING REPORTER some one of the "execs" will meet the merciless cross-examination of our swell inquisitor, J. R. CONYERS, of Engineering.

He'll bake their past; he'll toss 'em to you for just what they are - a bunch of men who have been through the mill and come up the hard way.

The word "boss" sometimes builds a wall up around men - makes 'em seem kind of distant and aloof and not regular guys like the rest of us. We really hope these "biographies" will make you feel a little better acquainted with 'em.

In 1918, armed with what he claims was an authentic recommendation from the Air School, he did manage to get an Air Corps appointment as a cadet and graduated from March Field a full fledged 50 hour pilot. After this he was assigned as a pilot on forest fire patrol flying Liberty-powered C.H.'s, and remained in the Army and in active service until 1922.

When the first local San Diego airport operator went on a prolonged visit "up the river" for smuggling Chinamen, Ryan talked himself into a temporary "rent free" deal for the airport. From this time on, he was in "business". He says business is just a technical term and really does not describe those hamburger hunting days. But with barnstorming and passenger hauling and a lot of luck the Ryan flying service limped on. In 1923 it bought the parts supposed to represent six old war-time Standards. These open jobs were sweated into five place cabin cruisers, and they were really "hot".

Claude Ryan had long since discovered the money to be made in teaching others to fly. B. F. Mahoney—a well-to-do sportsman—started flying lessons with Ryan. T. Claude says that it was Mahoney who talked him into the idea of starting a passenger service between San Diego

(continued on next page)





## MEET CLAUDE RYAN

(continued)

and Los Angeles. (We frankly believe that the "Talking into" may be a little mixed up there.) In 1925, the Ryan Airlines opened with fan-fare as the first all-year scheduled passenger service in the United States. T. Claude was President, Passenger Agent, Mechanic and Pilot.

Also in 1925 the Ryan "organization" built the first Ryan M-1, with a view to air mail. This high wing monoplane could scream through the air with an 800 pound pay-load at 115 m.p.h. It was in this that Ryan outflowed the Army's famous D.H. and Oakley Kelly in a challenge race. The race resulted in the sale of the first six M-1's and really launched the commercial career of the company.

In 1926 came the Ryan E-1 Brougham, the first one of which was sold to Ryan's old friend Frank Hawks. The noted "Spirit of St. Louis" was built early in 1927. After selling out to partner Mahoney, Ryan took on the distribution of the famous Siemens-Halske radial engines made in Germany, and distributed them in this country under the name of "Ryan Siemens". In the interest of this business, and for a honeymoon, Ryan took a look at European aviation in 1928.

When he came home he settled down to operating the Ryan school in earnest--and getting housebroken into a married man. There are now three young Ryans, David (10), Jerry (9) and Steven (2).

The present Ryan Aeronautical Company was founded in 1931, depression and all. In 1933, Ryan and Millard Boyd, the present Chief Engineer, together with Will Vandermeer, Assistant Chief Engineer, designed and manufactured the first S-T metal fuselage monoplane. This airplane received approved type rating in 1934 and the company has been building them and the various new and improved models of the same sound basic design ever since.

But getting back to the boss. We had him cornered for this interview and made him admit more than a pickpocket going through a third degree. He said there was a time when he felt like he knew all about airplanes, but that now he has to hire his brains.

He admitted that he got into aviation on the first lap of its race up. He says, "Believe you me, I am going to stay in for the next lap too." "Further, and what's more," he said, "we have a really capable organization built up with the boys who are making the wheels go round, and what we've done so far is nothing compared to what our 'team' is going to do from now on."

T. Claude really got emphatic when he allowed, "We believe our present growth under Defense orders was made possible by our consistent plodding and steady progress during the many years before, and we regard the present rapid development as a stepping stone to building more and better airplanes after the world 'fracas' is over." "Bigger and better," he said, as an after thought.

The boss asked us especially to include this: "In a new growing business like this, everyone's ideas are important and it is through the suggestions and criticism of the men on the job that most of our improvements come about. I want to thank the many who have offered suggestions and encourage everyone to pitch in his own ideas."



The Ryan Soft Ball Team spent a very enjoyable time at the Miniwawa CCC camp last Sunday. The high-light of the trip was, of course, the 10-to-6 victory for Ryan. It was the first game of the season and from all indications Ryan will be near the top of the heap in the scramble for the City Soft Ball Championship. Watch your Ryan Flying Reporter for the complete schedule of the City League as well as where and when there will be Company practice games.

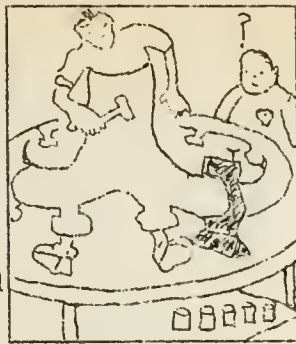






# MANIFOLD EXHAUST

By  
Russ  
Nordlund



Those who read this column, will probably miss the gay, interesting chatter of our former and worthy contributor BRAD HARRIS, who is now in the office taking up the duties of "Chief Time Clerk". Congratulations, though we sure miss your happy and ever ready smile. So it's our loss, their gain.

After much fretting and chewing of finger nails to carry on my new chore, decided it best to dive head first and worry later. So here goes —

Just a reminder to you fellows, that Easter is once more upon us. So if you have been a good boy and saved a few SHECKLES, you might be able to join the "Fashion Parade" with a few choice "duds". You know there's always a little thrill in looking nice to the opposite sex, with very little effort.

Well, JACK, here it is, time to go to press, and I am not able to tell everyone more of the big news about the coming "blessed event". Evidently, the stork had other plans. And as the old saying goes—we sure hope you both get what you want. Though at this stage, everyone usually says it doesn't matter. How about it? Anyway, we're all wishing you and MRS. ZIPPEWALD the best of luck.

Hey fellows, did you know that we had another "JOHN ATLAS" in our midst, who claims he has a sure-fire way to build up that run-down "fiz-eeek" of yours, from 155 lbs. to a mere 190 lbs. with large bulging "muskels" in no time at all. Those interested in getting bulged (where?????), contact GLEN SAMLER personally, and save money on postage for his instruction book.

There seems to be a little difference of opinion as to the beauty of these girls from Arkansas. If you want a personal view-point, ask EDDY BOOTH, and get into the argument. Ahem, I myself think the California lassies are hard to beat, don't you?

## THE LESS REJECTION, THE MORE PRODUCTION

All those noticing (JEFF) JEFFRIES moving about a little more slowly the last week or so, as though he were ready for a cane and tin cup, will be interested to know that it was all due to breaking in, or rather being broken in by, a pair of new glasses. Worse than a tight pair of shoes, eh, Jeff, but all will be O.K. in time.

I see where LOUIE UPMEYER has returned from his exciting trip to Seattle, Washington. He claims it is a fisherman's paradise with those nice salmon trout jumping all around you for the taking. How does that sound to you California anglers—any argument?

I also understand there is a gentleman in the small parts department who is now going in for "bubble baths". Wouldn't you all like to ask DON JOHNS about it.

In conclusion, I would like to briefly relate the misfortunes of little JIMMIE APPLESTILL on Thursday last, as a day to be remembered by Jimmy for some time. It was 3:32 P.M.—Jimmy was on his way through the melee to check out as usual, but before progressing very far, his badge dropped from sight. After much scrambling and dodging of traffic, he finally met with success. Upon reaching his car, and attempting to start the motor, there was a very loud "BANG", accompanied with a large puff of smoke. You've probably visioned how fast a person will run from a set charge of dynamite,—well, you should have seen Jimmy—can he move! Outside of running out of gas before reaching home, nothing more happened.

## DRAMA

Due to unavoidable circumstances, a few of the members have been unable to attend recent meetings. The Ryan Players now consist of: GERRY WRIGHT, DOROTHY ARMENTROUT, LENORE BARR, JANE ROBERTS, GENEVIEVE BOYER, DOROTHY MANNING, JACK WESTLER, SHANNON LONG, RALPH FLANDERS, and ROBERT BUTTS.

There isn't much to tell on the Club's activities but sometime this May you will all have the opportunity to see our accomplishments.

Remember, it's "Our Boarding House". A riot from start to finish!





## THINGS 'N STUFF

by Penn E. Wise

For those of you who were compelled to walk through the mud of the parking lot, I suggest wearing snowshoes. A bit inconvenient, I know, but it will save the wear and tear on your vocabulary.

\* \* \*

Hitler must have had a terrible time in school. He is still holding his hand up. Someone should tell him he can go now.

\* \* \*

Glamorous, amorous, and petite-----  
FRED FORD.

\* \* \*

"Music hath charm to soothe the savage breast." Have you heard JACK WESTLER tickle the piano keys yet?

\* \* \*

The wind must blow quite hard out where BETTY FRANK lives. It keeps her hair standing on end.

\* \* \*

For noontime amusement, try watching the chuck wagon clerk making change and keeping his eyes on a dozen pair of hands pawing through his wares.

\* \* \*

RALPH FLANDERS has sworn off gals that chew gum. He tells us that the last time he associated with one of those female gum chawin' fiends, it took him exactly 8 days to get it all out of his moustache.

\* \* \*

It is rumored that the Ryan Dramatic Club may become the Ryan Matrimonial Club in the very near future. Close observance will reveal that it's off to a fair start now.

that men should wear a necktie to match the color of their hair. What about the bald-headed?

\* \* \*

The personality girl of the week-----  
JERRY WRIGHT.

\* \* \*

The dash for the clock house each nite after work is a spectacle in itself. It's a good thing the clock house doesn't have swinging doors. Someone would get slapped in the puss.

\* \* \*

Why not have the time clocks play a musical tune each time a card is punched? For example, if one rings in on time the clock will play "Time on My Hands". But if one is late, then he hears, "Oh, Beat Me Daddy!"

\* \* \*

Versatility at its best-----DOROTHY ARMENTROUT.

\* \* \*

If all the employees' wives knew that the cops at the clock house were inspecting the lunches they put up, there would be some changes made somewhere.

----and remember, girls, even our great statesmen have said "No" and didn't mean it!

-----○-----  
"I CAN"

If you think you are beaten, you are.  
If you think that you dare not, you don't!  
If you'd like to win, but you think you can't,

It's almost a cinch you won't.  
It's as true as the stars in the skies  
That out in the world you'll find  
Success begins in a fellow's thoughts.  
It's all in the state of mind!  
Full many a race is lost  
Ere ever a step is run;  
And many a task has failed  
Before it was ever begun.  
Think big and your deeds will grow;  
Think small and you'll fall behind;  
Think that you can and you will;  
It's all in the state of mind!

If you think you're outclassed, you are.  
You've got to think high to rise;  
You've got to think well of yourself,  
Before you can win a prize.  
Life's battle doesn't always go  
To the stronger or faster man,  
But soon or late, the man who wins  
Is the fellow who thinks he can!

Submitted by  
Lawrence Norton  
Machine Shop, Second Shift





# BEHIND THE SCENES

Here is the second of our series of "behind the Scenes" articles describing the activities in the Ryan plant and their relation to the company's complete production program. All departments are invited to contribute similar articles. Bud Beery of the Wing Department will probably be our next contributor.

## THE INSPECTION DEPARTMENT

by Mel Thompson

"Eternal Vigilance is the Price of Safety."

That motto--which hangs over the desk of the chief inspector in more than one American aircraft factory--guides one of the most vital phases of production of airplanes for national defense--inspection.

Standing guard over each operation in every department in the nation's aircraft plants during every working hour are thousands of inspectors, whose job it is to eliminate all possibility of defective raw material or faulty workmanship.

The work of inspection starts the moment raw materials are delivered to the factory stockroom and continues until the completed ship has been serviced and delivered to the U. S. Army or Navy or a foreign government.

### TWO DIVISIONS

Inspection falls logically into two divisions; first, the testing and checking of all raw materials and of the process known as fabrication until the first frame is hung in the fuselage jig; second, the supervision of workmanship from subassembly through the final "twice over" and servicing.

### RIGID STANDARDS

All materials are purchased and accepted only if they are in complete compliance with specific Air Corps, Navy, Federal and individual aircraft factory standards. These rigid inspections fall into a number of categories----visual, magnetic, dimensional, metallurgical, chemical, etc. There are numerous other tests for tensile strength, wearing qualities, corrosion resistance and ability to withstand shock.

Small parts, such as rivets, nuts, bolts, etc., receive a "lot" inspection; i.e., a specified number of the pieces are picked at random from each shipment and tested for strength, finish, etc. If they meet the tests, the entire shipment is accepted; otherwise, it is rejected.

Particular care is taken to see that such essentials as steel and aluminum forgings, castings, rods, bars, extrusions and sheet metal are free from mi-

croscopic cracks and fissures and have proper physical properties.

An elaborate magnetic inspection test reveals any defects. The part is magnetized, then immersed in a kerosene bath in which finely-divided magnetic powder is suspended and which adheres to the metal and clearly outlines the flaw on magnetization of the part.

### CAN'T HAVE WAVES

Sheet metal stock is inspected for flatness, gauge, physical properties and general appearance. This material, used for the skin or outer covering of the plane, must be free from "waves" or "buckling".

Tests have also been developed for accessories made from fabric, rubber, glass, wood, plastics, brass, bronze, etc. Then there are tests for engines, propellers, parachutes, flares and every other bit of equipment which goes into the completed ship.

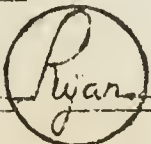
### INSPECTION CONTINUOUS

The later---and equally important---phases of inspection start when the first frame is hung in the fuselage jig and continues as the ship passes down the line to have parts and assemblies installed.

Inspection ends only when the completed craft is ready for delivery to its purchaser.

Subassembly inspectors are on duty at all times to watch parts as they are being assembled. Rivets, nuts, bolts and clamps must be as specified on the

(continued on next page)





This comes from a bunch of happy but aching baseball players. Happy because of an opportunity to play out in the sun (something that a great many of us are badly in need of) with fellows from the other departments and a swell bunch they are--sore and aching because of a winter without exercise, spent lazily in bed or the theatre.

Fellows, this is an inter--department sport. All the equipment is furnished by your own athletic department. Now let's show them our appreciation by coming out in droves. We guarantee that no one gets "benched"—everyone plays. We are out for fun and we'll see that everyone gets it.

When the entertainment committee starts hunting for talent we hope they don't overlook "COLLEEN" COATS and "LITTLE AUDREY" EVANS who do a routine that would put the Hollywood Hoppers Chorus of Beauties to shame. Or the "Trilling Trio" composed of THOMAS, COATS and EVANS who insist on offering a selection at the slightest provocation (darn them)

FLOYD BENNETT carrying that new S-T collector reminds us of the snake charmer we saw at the circus. (No fellows, the charmer, not the snake.) "FERGIE" FERGUSEN is a past master at snake charming. You should have seen him playing the flute sitting on the floor cross-legged with a 102 stainless specie coiled up in front of him.

Thank goodness that "BUTCH" and "RED" BECKER have good constitutions. It took them only one day to lick the Flu.

#### more about THE INSPECTION DEPARTMENT

blue print and they must be fitted together properly. The tools used by the workmen are passed on by the inspector, as is the quality of workmanship.

Tanks, motor mounts, landing gears, wings, tail and control surfaces, hydraulics, instruments, cable and electrical installations, and motors—all of which have already been carefully checked—are given additional inspection during final assembly.

Once the ship is completed, shop practice in many plants permits it to stand on the assembly line for a day or two. Groups of engineers, inspectors and other experts climb over and through it, hunting for any little defects which may have slipped past the departmental

Big ED RUIZ, formerly one of us, is now with the Army. The mess sarg who chows Big Ed. is to be pitied. Lots of luck, Ed. and lots of bunk fatigue.

By the way, wonder why someone hasn't conceived a service flag of some description for window display?

BILL CUNDIFF has returned to duty after tangling up with a sander and a drop hammer. They threw him for a loss but they couldn't dent his big smile. CARCY BALLARD, timekeeper, is also back on the job.

HAROLD HILL says the fishing off Tierra del Fuego is excellent though it's a right smart piece south of the border. Incidentally, he is extremely proud of his new G.E. which he promptly branded with a lazy H.

We all knew K. O. BURT had many fine dramatic expressions but were a bit startled to learn that he went in for the "theatah" professionally.

Names for the late type planes recalled several heard some 20 odd years ago on many lips. How many of you remember S.E. 5, Spad, Handley-Page, Nieuport, Cuadron, Farman, Caproni? And across the lines were the Taube, Albatross, Fokker. These babies had no wings of flame, but they got there just the same.

Buen venido to JONES, TAYLOR and BERGEN, new hands.

inspectors.

If something, no matter how trivial, seems to require attention, the finder makes a note on a large card which hangs from the nose of the plane. Almost before he has finished his scrawl, that something is receiving careful attention.

Inspectors are chosen for their ability to perform specific checks. Most of them come from the bench where they developed a pride in their workmanship. Many final assembly and flight inspectors have seen actual flying service with the Federal government, with commercial airlines and in private operations. All of them are fitted for their particular assignment and are permitted to operate in that assignment only.

All these thousands of operations are absolutely necessary, for aeronautical engineers point out that failure of the smallest part of an airplane may lead to disaster.









## DROP-HAMMER NEWS

by Wes Burroughs

How many of your latent powers have you developed? Do you realize that within you lies that irresistible something that all women crave? Do you have to be handsome to have a plentiful supply of femininity at your beck and call? The answer is, NO.

In fact, forget all about your latent powers, that is just a gag. But to be really popular like our friend GLEN SHADIEL in the cutting department, all that is necessary is to send your name, address, and description to Mrs. Canning, able operator of the eighteen to eighty club (along with the nominal sum of two dollars each month) and in return she will arrange as many dates for you as you care to have.

Can any of you tell us where you can get so much for so little during this day of rising prices? If so, please contact S. P. CHRISTIE of the Hand Finishing Department, who because of his beautiful curly locks certainly shouldn't have to pay this much. He claims that he can have as many dates as he wants, but admits that a little variety might be pleasing.

We are rather puzzled about the actions of BOB MORGAN, the second shift furnace operator. It was rumored around the department a couple of weeks ago that Bob's girl friend was becoming displeased about Bob having to work nights. It was also hinted that if something wasn't done about the situation there was likely to be a parting of the ways. Well, after Bob transferred to the day shift, things seem to have gone nicely for the grand period of three days. Bob is now back on the second shift.

We all know that women are apt to be a little fickle, but what we are unable to find is if the threatened breach occurred in spite of the change in shifts or if the apple of Bob's eye decided that romance doesn't flourish any better under the silvery beams of the moon than it does during broad daylight.

We wouldn't want to be the one to suggest that cold air flowing down the back of one's neck, while holding down the rumble seat of a "Murder Cycle", would be a determining factor in favor of the "work at night; woe during the day" system. (I'm sorry, but some say it is spelled "WOO", but of course that is the single man's way of spelling it.) Heavens help me if my wife should find out that I wrote this.

JACK KENDRICK, the fellow who operates the tank that puts waves in a perfectly smooth part, has been having quite a time lately. Saturday afternoon he telephoned to inform us that he wouldn't be able to get to work until eight o'clock, as he had to straighten out some business about a window. Monday when asked about having this trouble with a window and not being able to get to work at all on Saturday, he replied, "I guess it must have been because I was so wound up that I put an "M" in widow."

Sunday they decided to go to a ball game, but the gateman tried to reason with him, but to no avail. So Jack pays his hard earned (?) money and goes in--- just in time to see (???) them flash the score for the last half of the ninth. Poor Jack has been having too much trouble lately---so please don't kid him too much about the widow.

There is some guy in this department, on the second shift we believe, who is so ignorant he insists on spelling "Rope" with a "D".

Last Sunday one of our men had his family out for an afternoon ride, on the Ramona-Lakeside Highway. A car whizzed past him with what appeared to be one person in it. He thought he recognized the fellow as C. G. RUSH. A little further down the highway he saw the same car parked in a shady grove. Yep! It was C. G. RUSH all right, but by golly, there were two persons in the car. You just had to look twice to tell. Now why would a guy want to be wasting his time like that?

We wish to take this opportunity to thank the many of you who contributed so

(continued on second following page)



BULLETIN NO. 3 - This is the third of a series of bulletins which will appear regularly in the RYAN FLYING REPORTER to describe for the American working man facts you will want to know about the American business system; to tell how businesses are built; to explain how they are operated and to define the position that business occupies in American life.

## WHEN A BUSINESS GROWS

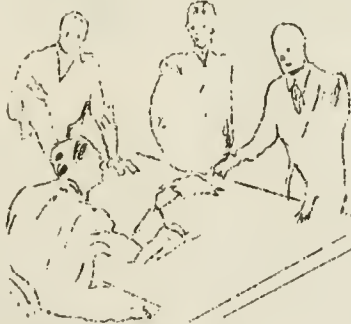
If the truck driver business man does a good job running his business alone; if he is successful in selecting good assistants and planning work for them and teaching them; if he wins the trust and interest of his assistants by honesty and ability, he may be able to build his business until it is so big that he can't look after all of it himself. If the business gets that big, the boss will have to create departments and assign men to head those departments and to manage certain parts of the business. One of the department heads will manage the job of finding customers, another will manage the job of keeping the trucks repaired and running, one will manage the routing for pick-ups and deliveries, another may run the job of keeping accounts and collecting the bills.

### BUSINESS PUTS THE BOSSES "ON THE SPOT"

In a large business the department executives often learn to do their own work better than the big boss could do it. The job of the big boss is to decide what should be done and to keep the department heads working together to do it. If the big boss is to do his job well, he must be able to respect his assistants and appreciate their abilities, and he must win their appreciation and respect.

The head of a business must be fair and honest to gain the respect of his department heads. The department heads must be fair and honest to gain the respect of the boss, the respect of other department heads and the respect and co-operation of their own men.

his department heads will find out about it and will realize that sooner or later he will be unfair to them. In that case they will distrust him and will be unable to work with him whole-heartedly. When chances come to get other jobs, the department heads will leave, and the business will suffer from inefficiency caused by frequent changes and lack of confidence.



If one of the department heads is unfair with his assistants, the other department heads will take note of it and realize that he will be unfair with them if he gets the chance. So they will distrust him, and sooner or later he will lose their co-operation and his work will suffer. Sooner or later the boss will have to dismiss him.

### BUSINESS REQUIRES MEN OF CHARACTER

At times the boss seems slow to learn that a man is wrong, but he is not usually as slow as he seems to be. A capable business man strives patiently to help his men correct their faults, and often he is successful, but if he discovers that a man lacks the character that is required in important positions in business, he must dismiss him. If he fails to do that, he will eventually wreck his business and lose the money that he has invested in the business. (continued on next page)





When a man conducts a business without assistants, he has to get along with only himself and his customers. When a business gets big and employs a lot of people, it is necessary that they get along with each other so that they can work together. It is, of course, difficult for all of the people in a large group to like all of the other people in the group equally well, but it is necessary that all of the people in a business like each other well enough to work together without trouble.

However, the executives of a business must like each other very well in order to operate the business efficiently. Men who direct the different departments in a business do not always have the same opinions about policies and methods. At times they will find it necessary to disagree with each other and to argue the

merits of their opinions until they can agree on a plan that seems likely to be beneficial to the business. In order to conduct such arguments sensibly, intelligently and without anger, it is absolutely necessary that the executives of a business like each other, and the liking must be based on mutual respect and integrity.

If a man is unfair and not entirely honest, he is not respected or trusted by his associates. If he argues to support his opinion, his associates will suspect that he has a selfish or unfair purpose, and they will discount his opinion or ignore it. Such a man cannot occupy a permanent position as an executive in an efficient business. His presence in a business will cause dissension, which will destroy efficiency and eventually ruin the business.

## BUSINESS MUST BE OPERATED EFFICIENTLY

A business must be operated efficiently if it is to continue to exist and to provide jobs. Efficient operation is possible only when the executives of the business are reasonably intelligent and thoroughly co-operative so that they can exchange information freely and with complete confidence. Co-operation and confidence are secured only when every executive of a business places complete trust in the integrity of his associates.

Now and then we observe a business that seems to get along without co-operation and without integrity and we wonder how. But sooner or later we learn

that the business is gone or is under new management.

Every once in a while we hear of the success of some fellow whom we know to be lacking in character and we wonder how he does it. But eventually the goblins get him.

Such observations emphasize the fact that the men who remain permanently in important positions in American business are men of high character, who can win and hold the trust of other executives in the same businesses, and who are respected and trusted by executives of other businesses.

### more DROP-HAMMER NEWS

unstintingly to our call for aid for CLAYTON RUSTON. And we are proud and happy to announce that Miss Kathleen Sherwin and dear old "Rusty" are now Mr. and Mrs. and our warmest congratulations to both of you.

Although he does not work at Ryans we are sure he has many admirers who do; so we give you this latest news flash - Mr. and Mrs. Dagwood Bumstead are expecting a blessed event. According to our astrologers it will be a girl. Mrs. Bumstead is known to her many friends as "Blondie". Don't say we didn't tell you.

L. F. HARRINGTON recently took a

written examination for a Civil Service job. One of the questions was to define vacuum. L. F. says he couldn't put it down on paper exactly, but he had it in his head.

A few of the boys in the Drop Hammer Department have been working hard for the past two months to get the Ryan Saddle Pilots, horseback riding Club, started. It seems that most of the fellows are from this department. How about giving us a hand to make this a club for the whole factory?

If you don't know how to ride, so what? Even Cody and Kit Carson had to learn.

Rally around the barn, boys and girls.

# RYAN



# "BANKING" YOUR KNOWLEDGE

by E. Roehrholt  
Sub-Assembly

In these days of unsettled values, everyone is looking for safe investments. The mind shows us what we want to do and knowledge is only a scholar for the purpose of the mind.

If we have no worthy motive to inspire our actions, if we have no high purpose to which we have dedicated ourselves, our knowledge may bring us only disappointment.

Knowledge and experience is one of the heaviest burdens that a man must bear; so then, knowledge has become the vital element, the very life blood of modern civilization. Then the height of wisdom is the rational administration of knowledge.

When a man assimilates knowledge, he must realize that his wisdom is limited by the amount of knowledge his mind has stored away.

It is just like having money in the bank. You can only draw out what you have deposited; yet there are some, who try overdrawing this account. So when they are admonished for their shortage (insufficient knowledge), they cry to high heaven of injustice and talk about offending destiny.

When in doubt as to how to invest---invest in yourself. By that is meant, in the improvement of your abilities and the extension of the sphere of your knowledge and wisdom.

Capital is condensed labor. It is nothing until labor takes hold of it. The living laborer sets free the condensed labor and makes it assume some form of utility. Capital and labor are one, and they will draw nearer to each other as the world advances in intellect and goodness.--David Swing.

## Let 'em know

These days, one meets up with a lot of young folks who are away from home seeking their own way in this busy world of ours. I wonder if they stop to consider that a loved one --- mother, dad, sister or brother would like to hear from them --- how they are doing --- and that a letter written now may ease that worried feeling for those at home.

So, my friends, a letter at this time --or still better, something for Mother on Mother's Day -- which is every day.

--E. Roehrholt



## LET'S COOPERATE







You can tell "SLEEPY" HORN came from the land of grass and chipmunks. "Sleepy" always climbs on the highest seat to doze and eat. Watch your nibbling, "Sleepy".

-o-

I wonder if "SLIM" COATES and "WEASEL" EVANS will ever stop their fighting? They fight every night but never seem to get anywhere. "Weasel" ought to be ashamed of himself. A big bruiser like him picking on a little feller like "Slim", but "Slim" always seems to hold his own. Stay with him, "Slim", don't let him scare you.

-o-

"WALLY" MALLOTT, lead in foundry 2nd shift, sent JOE "BOTTLE" DUZE out for a bottle of Prop wash. Joe having been here for only four months spent nearly an hour hunting prop wash, which goes to show you that you can't even trust your lead man sometimes--for shame, "Wally".

-o-

What a Sunday it was! "MUSCLE" RASS-MUSSEN gave a party and asked the boys out. "Muscle" provided the "dates" but the boys failed to show up. "WESTY" PID-COCK was sick and "DOOMED" ZOOK took the future Mrs. Zook to the mountains. Of course you fellows know Zook is being married in about 30 days. (Sounds like a judge's sentence.) All our sympathy to you, Zook.

-o-

I see "TINY" GREY won his captain's bars. You know how it goes when one good man goes up a notch, another fills his shoes or should I say "scows".

-o-

Our sympathy to "MORGE" of the bake oven 2nd. "Bake" started home the other night but he took an awful spill. I thought he had his mount better trained than that but I guess a fellow never gets too old to learn. Sorry, "Bake".

-o-

I was told that LEE "BUCK" WALKER likes to walk so well he rides out and lets his horse throw him off so he can walk home. It could not have been the horse because when JOHNSON of the sand blast got on the same horse, it went right to sleep. Maybe it was because he knew the sandman was on him --- pun --

Moral of this story, "It pays to have a little sand."

Oh why can't we do something about that ~~##3#~~ horn at lunch time. We have only 30 minutes of quiet in eight hours and someone has to start blowing that ~~##3#~~ horn.

-o-

FLOYD "CHEW" BENNETT moved over to the 1st for a week. I don't know what he did there but the "stacks" started looking better right away. Thanks, "Chew".

-o-

Have any of you fellows heard about our inventor's new device for gardening? He already has a wonderful "revolver" that is counter balanced and has everything. But his seed planting business I don't fully understand---

He says he puts his seed in a piece of paper tape spaced one inch apart, and then a layer of fertilizer in a piece of tape on top of that. Then he has a gadget to pull the dirt in afterwards. He says all he has to do is roll up the tape, put it in the machine, start the machine up and go bury himself--or something--

-o-

Must frequent other haunts, so good stacks to you all till next edition.

## BOWLING NEWS

Saturday, April 19th, is the night that Ryan bowlers have been waiting for! At the new bowling alleys near the Marine Base, the Ryan Office Team and the Ryan Engineering Team will do their best in the San Diego City Bowling Championships. These two teams will be holding up the reputation of the Ryan Bowling League and the least we can do is to come out and give them a cheer as they have but the one night to do their all.

There will also be singles and doubles in which the League will be represented by the outstanding bowlers of the past season. Come one--come all! And give the boys the support they rightly deserve.

\*\* \*\* \*

## S U C C E S S

The men who try to do something and fail are infinitely better than those who try to do nothing and succeed.

\*\* \*\* \*

# RYAN





### WHAT GOOD IS A MACHINE GUARD?

All our machines are well guarded and, believe me, all the guards stay in place all the time they're running!

A new time card showed up in the rack this morning for John, and like all new comers Rusty started him out with some good advice about machine guards.

Rusty told John that our Company had spent a lot of money to make our machines as safe as possible.

Also, that this wasn't because the boys here didn't know how to operate the machines, as most of them have all the answers.

Rusty went on, "Now, John, all of us know better than to put our fingers in between revolving gears or the dies of a press, or into a turning flywheel.

"But the trouble is that sometimes we forget to remember!

"You see, John, we know that a machine will usually do, but we don't know always what a human being will do.

"Some day you may be absent minded, or a little sick or worried about something. You won't be quite as fast or alert as usual. That's when your hand or some other part of your body may get into some place it shouldn't be.

"That's when a machine guard pays for itself a hundred times over,—by saving a finger, or a hand or an arm or a foot or a leg.

"So you see, John, these guards have been put on to protect us. But they won't do anyone any good if they're on the floor or hanging up on the wall. The guards have got to be kept on the machines!

"I know you want to take care of yourself, your folks at home and your future. That's the best reason there is to use the machine guards that you'll find here."

"DON'T LET AN ACCIDENT BE YOUR LAST ACT."

PAUL VEAL is the papa of a baby girl. If you are around Veal's bench sometime and hear something that sounds like machine gun fire, that's the buttons flying off Veal's shirt. He had just remembered he was a papa—hmmn, and so young, too!

POB (LEAVE A NOTE) GARDINER is having a bit of trouble with a certain welder. "Bob, try a ball and chain—it might help."

LITTLE TRUCKEY journeyed to the lakes and after a lot of waiting caught a 5½ lb. bass. Darn near as big as he is! How about it, Truckey?

Attention all you Fems! We have heard much about the different sports here at Ryan's but none of them have ever mentioned Midget Auto Racing. I am proud to say we have (quiet and attention, girls) a very cute young aspirant here in the welding shop. He owns his own car and is very interested in the sport. I believe that someday we will all be looking up to NOEL COATH as a big time driver. Now for you gals, if you want something that is different and exciting and a chance to travel around a little, just contact your scribe and I'll arrange an introduction to this bashful boy. I believe that when the Midget Races start here in May, we should all get behind Noel and give him a great big send off on his first race and a career that is darn interesting. I should know.

To GEORGE LANE from me—"I heard the Navy is looking around, George. Better be a good boy or I'll talk."

See you all later.

### SHEET METAL

by S.M. Halley

We fellows of the sheet metal assembly department have lost a fine lead man. CHARLES HANGLER, better known as BEDLAMP, has gone over to North Island and Bill HELMER is taking his place. Smart fellow too. Guess we'll get a lot of work done under his helping hand.

Did you hear about one of our number? Too bad for ART SHUBERT. He is getting a ball and chain on April 13th. Congratulations to him and Beatrice Bromilow and we wish them many years of happiness. What is worth doing at all is worth doing well.

So long ...







I am caught short this week. Today is deadline day, which leaves me one day behind time. I would have sworn this was Thursday, but the dear ole time clock said that I'd already worked Thursday and could not work two Thursdays per week—(unconstitutional, don't you know). Imagine my chagrin.

What ignorant Pennsylvania boy doesn't know enough to come in out of the sun? BOB CLOSE spent last Sunday at the beach and hasn't been able to sit on his stool yet.

I wonder if that blonde has ridden a street car yet? I don't dare mention any names in this case, but if you'll ask FRED THUDIUM, he can tell you all right.

What is it that BILL KELLER keeps in

his desk drawer to ward off the gripers? Gripe him sometime and find out.

BOB HENSCH---I hear your capacity for turning out work has increased 1% since BARBARA has moved across the way.

GEORGE GILDERSLIEVE---are you really married or is that the housekeeper's daughter?

Wonder why EARL KOPS was so anxious to read this column before I turned it in? A guilty conscience, no doubt. How about it, Earl, is there something I should not know.

Why does JOHN VAN DER LINDE get so mad when you extend him a helping hand? (Quote and unquote by BOB EVANS.)

This is all the dirt I could run down in ten minutes so "73", Mac. O.K.! So your not.

## FINAL ASSEMBLY CHAPTER by ROY RYAN

Final Assembly has decided to step out and show itself! We have not given our all to the Flying Reporter before, but here we come at last.

We wish to welcome all the newcomers (who are too numerous to mention) to Final Assembly. There are many questions and problems that you will have, so feel free to ask the older gang as many questions as you want and in that way we will have better work and faster production.

After our long period of waiting for the ST-3 to come into production, we are finally seeing them move along the production line. It is a fine ship to work on. The larger fuselage gives the mechanic more room to work, which in itself is a great asset. In the past it required you to be a contortionist as well as a mechanic.

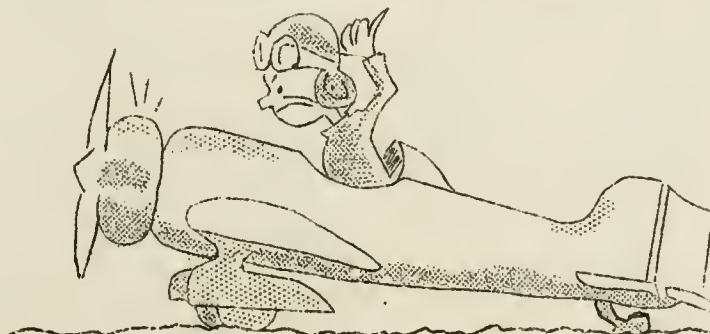
The first Army plane was put on the scales April the second. Now let's keep them moving in that general direction.

It will require the best you have to give. Don't let your work be the kind the inspector will have to reject. Make this a slogan—"The less rejection, the more production". -- It can be done.

A great deal of excitement was caused Monday with the sudden change in the weather. That morning our sails between final assembly and the new addition belled forth so quickly that they broke loose from their moorings. Someone shouted, "Man the sails", and like all good sailors we jumped to our posts, manned the masts and secured the sails to their moorings just in time or we would have been blown clean into the Drop Hammer Department.

We are all glad to see the new building nearing completion. Even with all their handicaps the builders did a speedy job.

Now with more space---more planes---more men---watch us go!





# SWIMMERS NOTICE

## LOCAL SURF CONDITIONS

The conditions in the ocean surf are entirely different than those encountered in a body of still water such as a bay, a lake, a plunge, or even a river. There are powerful opposing forces continually at play--treacherous currents, dangerous rips, strong tides. One day, the ocean may be calm, the next day, or even a few hours later, it may become very rough and dangerous. Be sure you know before you leap!

At one place, there may be a smooth level floor; ten yards to either side, a deep hole with a bad rip running in it. A person can be an expert swimmer in still water, yet be practically helpless in the surf.

The greatest trouble is caused by persons who enter a rip tide from the side. There is nearly always a parallel drag, at Mission Beach. This is a north or south current. At times this is so strong that a person is unable to remain in one spot. A swimmer will enter the water at a safe place and because he pays no attention to his relative position with the shore, is swept sideways into a rip. Sometimes, he will innocently walk or swim sideways with the same result.

Occasionally a shelf or trough condition is found. The floor will gently slope to a point where ocean currents have created a shelf or ledge, beyond which the bottom is much deeper. This shelf runs parallel to the beach, generally some hundreds of feet in length. There is a spill of water over the shelf creating a strong seaward pull. This and the absence of breakers in the deep water make it very difficult for one to regain the safety of the shelf.

### RIP TIDES

Rip tides can be caused by any one of several reasons, some of which are: tidal currents, conflicting currents, channels or slues, rocks, projecting points of land, submerged objects, soft sand on the ocean floor, piers, winds and storms, etc. These currents usually dig a hole in the sandy floor, causing the water to rush in from the sides, forming a seaward current directly opposing the natural shoreward action of the waves. This rip should not be confused with the usual side drag (Parallel to shore line) which is harmless except when washing persons into rips. These holes and rips may be of any size, length, width, depth, shape, and speed or power, so an exact description is impossible.

A rip tide may possess any of many varied appearances, but as a general rule, they always look somewhat different than the surrounding surf. They may look rough or choppy, have the appearance of deep water, causing the incoming waves to flatten out, may have excessive or no foam. They may pick up sand from the floor, giving a muddy color, or sometimes, the seaward current may plainly show on the surface. This seaward current or rip is very difficult to swim against; at times impossible for even the strongest of swimmers. Upon stepping into a hole, or feeling the seaward pull, the person invariably becomes frightened, tries to swim directly to shore against the rip, eventually loses his strength and then sinks. A strong swimmer may last much longer than the poor one, but the result is usually similar.

### METHODS OF ESCAPE

By merely floating or treading water a person can drift with the rip to its outermost point and then swim around it and to shore, being careful not to re-enter the rip. The fastest method is to swim to either side of the rip (according to the parallel drag) and then to shore. Incidentally, when swimming shoreward, a person should swim the harder with the waves, resting in between the troughs.

If caught in a rip tide, a person should keep his presence of mind, signal for competent help if available, and follow one of the above methods of escape.

The Personnel Director, in releasing this article through the Ryan Flying Reporter, hopes that all Ryan swimmers will take heed and be cautious when swimming in our surf. BE CAREFUL BOTH ON AND OFF THE JOB.

*M Marco*

PERSONNEL DIRECTOR









**RYAN**

# RYAN FLYING REPORTER

**THE STANDARD  
BY WHICH ALL OTHER  
TRAINERS ARE JUDGED**



Contractors to the

U. S. Army Air Corps

*Ryan*





# NEW ADDITION IN USE; PROMOTIONS ANNOUNCED

## MORE DEFENSE OFFICIALS VISIT RYAN

### PLANT TO STUDY TRAINER PRODUCTION

Important executives concerned with the National Defense Program continue to be regular visitors to the factory in order that they may keep abreast of developments throughout the country and keep their hand on the aircraft industry's pulse.

The cyclone which breezed through the plant on Tuesday, April 8th, was Congressman J. Buell Snyder, Chairman of the House Committee on Military Appropriations. He was accompanied by Lieut. T. D. Comm of the War Department's General Staff who has been traveling with him as technical advisor.

During his whirlwind visit of the plant, Snyder stopped long enough in Final Assembly to climb into and be photographed in the cockpit of the first production PT-21 which was due to leave for Wright Field within the next few days.

Two days later Major E. W. Rawlings of the Flight Test Section at Wright Field took delivery of the first production PT-21 from Claude Ryan and promptly at 11:00 a.m. departed for Dayton where the ship will undergo additional extensive flight testing at the hands of veteran Army test pilots.

The following day Merrill Meigs, former newspaper publisher and now Chief of the Aircraft Section of the Office of Production Management, was escorted on a tour of the plant by Claude Ryan, Eddie Molloy and Sales Manager Sam Breder. Meigs' tour through the plant was much more than a hurried inspection trip for he spent a good deal of time in various departments making a real study of production problems. Somewhere over in Welding his curiosity got the best of him and he stopped long enough to borrow a pair of welding goggles from one of the men in order to watch some of the actual work.

The same day Col. John Jouett, president of the Aeronautical Chamber of Commerce of America, was an interested visitor to the factory.

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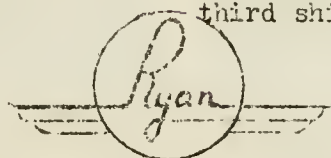
Some months ago in the early issues of the Ryan Flying Reporter you read of a building program that was about to be started. The buildings that were discussed in that article are now a definite reality. The first of these buildings, now occupied jointly by the Factory Office, Factory Administration, Laboratory, and the Layout Department offers more space, nicer offices and is a general aid to production.

The second in this group of new buildings, an extension of the factory proper, is now occupied by the various airplane assemblies. The third and fourth buildings discussed in the article on the new building program are progressing rapidly. The dope and fabric shop just north of the paint shop is about to be completed while the building to permit expansion of the Modeling Department will be under way within the next week. This building will not only permit expansion of the Modeling Department, but will afford adequate storage for plaster models, and dies, which should greatly enhance the appearance of our now not too tidy yard.

There were many personnel changes with the moving of the airplane assemblies into their new home. Buck Kelly, was transferred from his former duties to foreman of the Sub-Assembly Department. Working along with Buck will be ROY RYAN, raised to now Foreman in the Final Assembly Department, while everybody's friend, John Vanderlinde, is now supervisor of all plane assembly. We are justly proud of these men as we like to see our own personnel advance with the rapidly expanding Ryan Aeronautical Company.

Not to be outdone at this point, the Manifold Department came forth with some personnel changes that should interest us all. Jack Zippwald, day shift assistant foreman in the Manifold Department, was transferred to the Service Department under Walter Locke. Jack's new duties will include trips to the various airplane factories now incorporating our manifolds in their products, for the purpose of service and advice to these users. Along with this shift, Joe Love, former assistant Manifold Foreman of the third shift, was transferred to the day

(continued on next page)





# RYAN FLYING REPORTER

Published by Employees of the  
RYAN AERONAUTICAL COMPANY  
Through their Welfare Department

Editor Larry Gibson  
Art Editor Lee Esterdahl  
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Contributors  
to this issue: J.R. Conyers  
Eldon "Bud" Beery

## Departmental and Organizations:

|                     |                  |
|---------------------|------------------|
| Manifold Nighthawks | The Shadow       |
| Things 'N Stuff     | Penn E. Wise     |
| The Ghost Talks     | Who?             |
| Graveyard Gleanings | The Bat          |
| Hail & Farewell     | Little Nap       |
| Drop-Hammer         | The Rope         |
| Snoop Set           | Brenda & Corbina |
| Ryanettes           | Wilbea Jackson   |
| Wing Assembly       | The Kite Maker   |
| Manifold 2nd Shift  | Ray Morkowski    |
| Manifold Department | Russ Nordlund    |
| Engineering         | "Jack Park"      |
| Welding             | Ken Murray       |
| Modeling            | Paul Dawson      |
| Tool Design         | Jigs             |

The editors wish to extend their special thanks to George Duncan of the Manifold Department, first shift, for his art contributions to this issue. Duncan joins Lee Esterdahl and Wally Mallott, of the foundry, as Flying Reporter staff artists. To them goes a great deal of the credit for the cartoons which do so much to liven up each issue of our paper.

PICTURES SUITABLE FOR FRAMING have been inserted in each copy of this issue of The Flying Reporter. The sales department has made these available for distribution. Since the supply was limited, you'll probably find that someone else has a different picture, but we're glad that there are enough of them to go around.

YES, WE KNOW THE DATE IS WRONG on the cover of this issue of the paper. Everyone has been so pressed for time that the next few issues may come out every three weeks instead of each two weeks as in the past.

## IT'S A SIGN OF SAFETY

Yes, the sign that is just inside the door of the main entrance to the factory has been installed by the safety committee for the purpose of reminding us all that a JOB WELL DONE IS ONE SAFELY DONE. It will carry accurate figures regarding the number of accident free hours. The main hourly figure will be the number of hours that have elapsed since the last accident that caused the loss of time from the job.

This will, of course, be of great interest to all of us as we are always trying to be safe in our work as well as competent.

No one will want to see the sign when the figures have been erased by an accident, so let us all strive to build up a record total telling us that "Ryans is not only the Best but the Safest place to work".

There will be a different slogan on the sign every week and it is hoped that there will be several good suggestions from the plant, so that the slogan will mean something to those who read it.

## More about DEFENSE OFFICIALS

As the defense effort continues to gain acceleration, it is anticipated that many more Army and C.P.M. technicians will be visiting the plant to observe the progress being made here.

With the new Final Assembly section of the plant practically completed and already in use, we will all be pleasantly surprised within the next few weeks to see the efficient line production system which Factory Superintendent G. E. Barton has ready to establish.

Meanwhile work is going forward on the new Paint Shop and Service building and we will soon see Carl Palmer installed in his well-planned new building.

## more about PROMOTIONS

shift assistant's position, and as soon as he gets accustomed to that strange thing called "daylight", Joe will be very happy in his new duties. Again we say congratulations, fellows, keep up the good work.

What with all of the readjustments in personnel, general reclassification of jobs, and general increase in wages, we say the home guard is making good in this race for national defense and all are justly proud of our Ryan Men.

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# RYAN FLYING REPORTER

Published by Employees of the  
RYAN AERONAUTICAL COMPANY  
Through their Welfare Department

Editor Larry Gibson  
Art Editor Lee Esterdahl  
Supervision M. Marco; Bill Wagner  
Contributors  
to this issue: J.R. Conyers  
Eldon "Bud" Beery

## Departmental and Organizations:

|                     |                  |
|---------------------|------------------|
| Manifold Nighthawks | The Shadow       |
| Things 'N Stuff     | Penn E. Wise     |
| The Ghost Talks     | Who?             |
| Graveyard Gleanings | The Bat          |
| Hail & Farewell     | Little Nap       |
| Drop-Hammer         | The Rope         |
| Snoop Set           | Brenda & Corbina |
| Ryanettes           | Wilbea Jackson   |
| Wing Assembly       | The Kite Maker   |
| Manifold 2nd Shift  | Ray Morkowski    |
| Manifold Department | Russ Nordlund    |
| Engineering         | "Jack Park"      |
| Welding             | Ken Murray       |
| Modeling            | Paul Dawson      |
| Tool Design         | Jigs             |

The editors wish to extend their special thanks to George Duncan of the Manifold Department, first shift, for his art contributions to this issue. Duncan joins Lee Esterdahl and Wally Mallott, of the foundry, as Flying Reporter staff artists. To them goes a great deal of the credit for the cartoons which do so much to liven up each issue of our paper.

PICTURES SUITABLE FOR FRAMING have been inserted in each copy of this issue of The Flying Reporter. The sales department has made these available for distribution. Since the supply was limited, you'll probably find that someone else has a different picture, but we're glad that there are enough of them to go around.

YES, WE KNOW THE DATE IS WRONG on the cover of this issue of the paper. Everyone has been so pressed for time that the next few issues may come out every three weeks instead of each two weeks as in the past.

## IT'S A SIGN OF SAFETY

Yes, the sign that is just inside the door of the main entrance to the factory has been installed by the safety committee for the purpose of reminding us all that a JOB WELL DONE IS ONE SAFELY DONE. It will carry accurate figures regarding the number of accident free hours. The main hourly figure will be the number of hours that have elapsed since the last accident that caused the loss of time from the job.

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Well, muss up my hair and call me WILLKIE——JACK ZIPPWALD is the proud father of a boy. Congratulations, Jack. I've always said, "Give me a boy during his first childhood, and you can have him during his second".

Things are happening so rapidly around here that we are still in a whirl, like three plums in a slot machine. Congratulations to FRENCHIE FOUSHEE on his promotion. Good luck, Frenchie. Just remember that a new broom sweeps clean, but you can knock over more peddlers with a wet kitchen mop.

FLOYD BENNETT is now on the Graveyard Shift. The Bat'll gitcha if ya don't watch out, Floyd. Wear JARDINE'S basket ball knee pads next time, and don't call that game marbles, it's Alabama Dominoes.

Were you privileged to view "SLEEPY" HORN'S Art Salon? BILL WIMMER calls DALE FARIS, "The Dentist", since he successfully removed several teeth from the bandsaw.

BILL TRUCHAM and TEX WILLIAMS each have a new "loafer's jacket". On the right men, too, eh fellas? "HAP" MILLER gave his girl a watch case for Christmas and is going to give her the works on her birthday.

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"DAPPER DAN" BURNETT, JR., our genial and efficient night super, started in the aviation game back in the days when Madame Butterfly was still working in the silk mills. He knows every phase of the business thoroughly, and has the most interesting collection of pictures I have ever seen. Especially good are those of the old Ryan Flying Service. Look 'em over some time.

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We are going to stop right here, as we find that our journalism is usually throttled like a snake full of door knobs, and if there is anything we have said that we are sorry for, we are glad of it.









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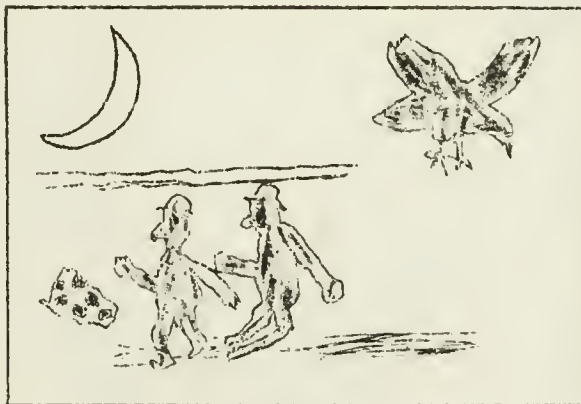
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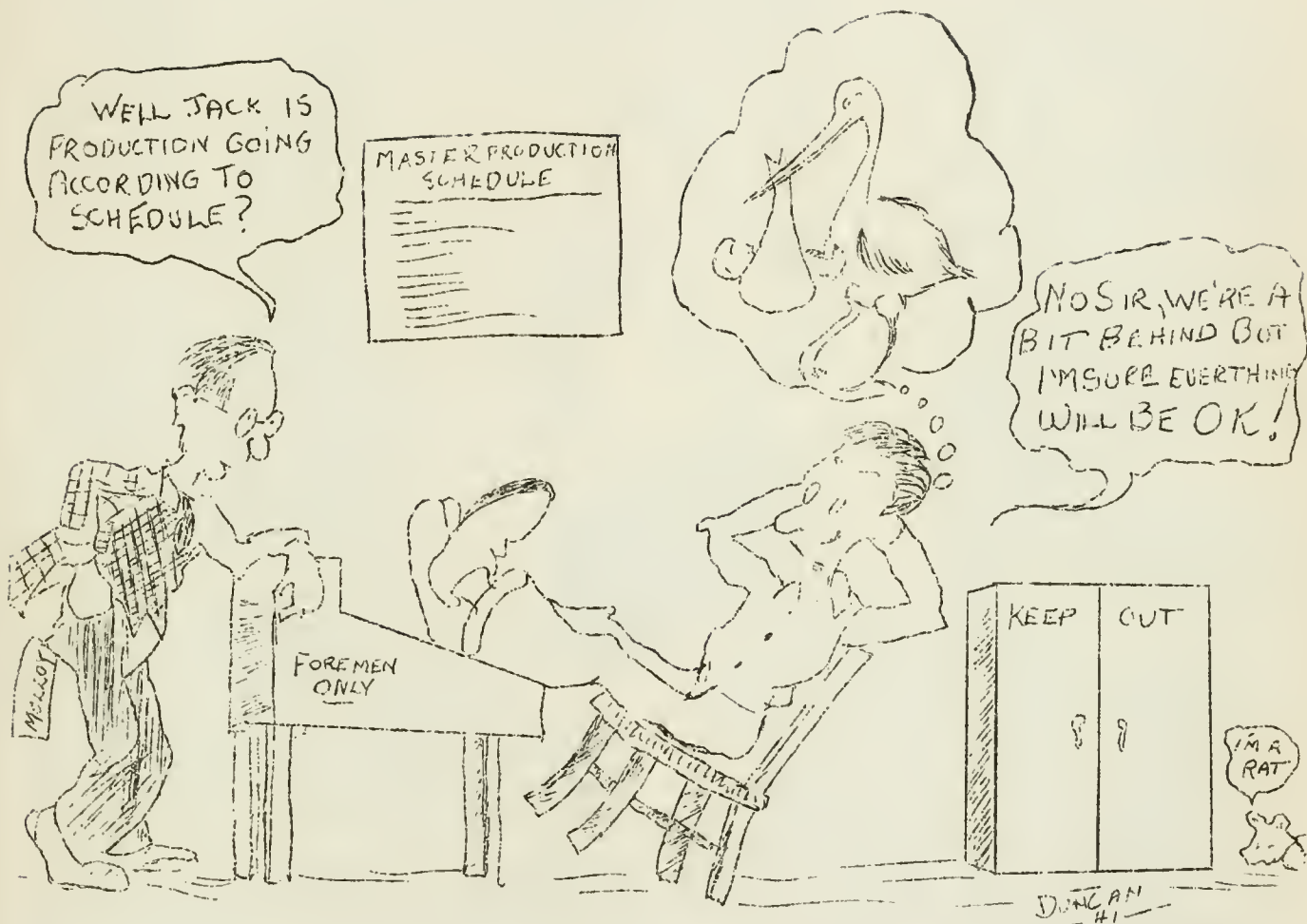
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THIS IS ONETIME ZIPPWALD WAS CAUGHT TWO FEET IN FRONT  
OF THE BOSS / ASK HIM ABOUT IT.





# MEET EDDIE MOLLOY

BY J.R. CONYERS

Eddie Molloy's dad invented a swell outfit for putting the pole (soft stuff) on velvet. Eddie seems to be more proud of this than of anything else. Nevertheless, we dug up some other things about his forty-nine years of "past".

He was born in Fiskville, Rhode Island, on May 14, 1891. Everybody there, including his father, made their living from the textile business—and that leads up to the velvet invention.

If Eddie was much of a scholar during his youth he, modestly, didn't dwell on it and we, considerately, didn't press him for details. He owned an eighteen-foot sloop in his teens. Between sailing this around on Narragansett Bay and learning to be a draftsman, his past comes up to the airplane point, though he's still nuts about sailing.

In about 1912 we find him working with a fellow who had some money and a hobby,—which was building airplanes. The money, the hobby and the drafting (Eddie is excellent) were combined into a seaplane. As seaplanes went in those days it was very satisfactory, too.

Flying was beginning to interest the Navy about that time and they published notice for bids on a flying boat. Airplanes weren't designed then, you know—they were just sort'a built. Detailed drawings and plans were nearly non-existent.

Well, Eddie and three other young draftsmen(excellent) proceeded to design and make a complete set of ink tracings for a peachy seaplane, which plans they submitted to the Navy. The novelty of the elaborate plans, or something, actually brought a Navy representative to inspect the facilities and finances of the seaplane's designers. Facilities just weren't unless a barn is facilities and the boys couldn't have financed a good kite. The Navy contract went instead to the Burgess Aircraft Co.

You can imagine what even this official notice did to the ambitions of our



young draftsmen. It fired Eddie Molloy, for one, with an undying devotion to airplanes...and gave him a conviction that he just knew all about them.

When the two sons of Governor Foss of Massachusetts formed a Company to build airplanes Eddie was one of the original employees.

Also, about this time, he was running the first wind tunnel to be installed at M. I. T. (He wasn't a student.)

In 1915 he came by his first real test as a draftsman, working for Grover C. Loening in the Sturtevant Aeroplane Co. where he designed a job with a triangular metal trussed fuselage without realizing that it would have insufficient torsional rigidity. They built it and it flew....with the tail surfaces waving like a flag. Eddie wasn't so sure then that he knew all about airplanes.

When Loening organized his own Company, in 1917, he took Eddie with him as chief engineer. "It sounds a lot more important than it was," Eddie says.

For several years Eddie worked with and learned from Dr. Alexander Klemin, of New York University, in developing military aircraft designs. This included plans for a seaplane to be used on submarines.

In 1925 Eddie went with the Huff-Daland Company, manufacturers of military bombers, as a project engineer and later as works manager. When this company became the Keystone Aircraft Company he stayed on as executive engineer. Keystone was absorbed by Curtiss-Wright in 1932 and Molloy went to the Curtiss Aeroplane Division as project engineer on

(continued on Second following page)



# BEHIND THE SCENES

Here is the third of our series of "Behind the Scenes" articles describing the activities in the Ryan Plant and their relation to the Company's complete production program. All departments are invited to contribute similar articles.

## "W I N G S "

by Eldon "Bud" Beery

It was back in December 17, 1903, that the Wright Brothers first successfully flew with their wings, and wings is about all they were. The wings still play an important part in the airplane of today.

Next issue of the Flying Reporter, we will describe pretty completely operation in each section of the department, but for the present we will try to explain, just how wings of today compare with wings of early flight.

Although students of aeronautics had been studying the problems of flight for more than fifty years, it was Haratio Phillips who mastered some of the technical yet very fundamental aspects of wing structure.

Obviously no craft, heavier than air, could soar through the air until its wings were highly perfected. Phillips' discoveries were made with wind tunnels that produced strong air currents. He built a machine with a series of one-and one-half inch wings about twenty feet long which resembled a window blind in appearance. On trial in 1893, the curious contrivance tethered to a post was driven around a circular track. The machine demonstrated to Phillips' satisfaction that the wings of his design would sustain weight. Phillips design had concave lower surfaces to deflect air currents upward and convex upper surfaces to create a vacuum. He made his designs as a result of studying the structure of bird wings.

Later in the year 1896 after devising several models, Dr. Langley succeeded in flying a 17 foot steam driven model monoplane. By the Fall of 1903 with the assistance of Charles Manly, who built a fifty-two horsepower, five-cylinder gasoline engine, despite all predictions that it could never be done, Langley was ready to launch his great monoplane. Its total weight was 730 pounds, and its wing span measured almost 50 feet.

And on December 17, 1903, the "Wright Flyer" carried Orville Wright into the air for twelve seconds at Kitty Hawk, North Carolina.

This was the beginning of the wings of today.

Now for our own planes: The wing used on the ST-3 is of the internally wired-braced type, employing stamped aluminum alloy ribs and built-up compression ribs attached to spruce spars, aluminum alloy leading edge and trailing edges. The wing is covered with fabric which is attached to ribs with Parker-Kalon screws.

The all-dural stub wing of the Ryan ST-3 is composed of about 40 parts assembled at the rate of two sets per eight hour day. Bolted to the fuselage the stub wing serves as a walkway to the cockpits, and strong lugs bolted to its frame serve as mounting for the wings and landing gear, taking all the load of landing and flying yet weighing only twenty-five pounds.

The stub wing trailing edge can even be stood upon without the slightest damage. Only 26-1/2 inches wide, it has 126 spot welds to hold the corrugated walkway to the top skin and 117 to hold angle braces to the bottom surface. Five hundred and forty-one rivets are used in its construction, and when finished in Army orange with a black grit carborundum on the top surface, it makes a fine piece of work of which we are all proud.

The new Ryan ST-3 has the usual compliment of controls as all conventional airplanes; namely, the wing controls consisting of the ailerons, and flaps and the tail group which includes the fin rudder, stabilizer, and elevators.

We shall try to explain as briefly as possible the location, function, and construction of each of the before mentioned controls.

(continued on next page)

**RYAN**





## more about "WINGS"

The ailerons are located on the outboard trailing edge of the wing and are so connected that when one is moved up the one on the opposite wing will move down; the lift thereby is increased on the down side and reduced on the upside thus causing a rolling motion. This motion is used in keeping the plane in level straight flight and also to aid the pilot when banking the airplane in a turn.

On the ST-3 the ailerons are of all-metal construction employing an aluminum alloy tube spar and stamped aluminum alloy ribs which are riveted to the spar, and the entire structure is then fabric covered.

The flaps are located on the inboard trailing edge of the wing and they only have downward travel. On the ST-3 this amounts to 30°. These controls are generally used by the pilot to aid him in landing the plane. However, because of their use, they are generally incorrectly called "air brakes". This is wrong because flaps do not change the speed of an airplane in steady flight; they merely change the slope of the flight path by changing the airfoil shape of the wing. Their construction is very similar to that of the ailerons.

Next we come to the Stabilizer and Elevators. These are located at the tail of the fuselage in a horizontal position. The Stabilizer is the fixed surface and the elevator located directly behind is movable, and their function is to supply a sufficient down load on the tail to keep the plane from diving. This is mainly dependent on the Stabilizer as the Elevators are the means by which the pilot controls the up and down travel of the plane. On the ST-3 there are also trimming tabs located on the trailing edge of the elevators; these are cockpit controlled and are used to counteract the change in the center of gravity of the plane when in flight, which is caused by different load conditions.

Lastly, we come to the Fin and Rudder, the vertical controls located at the tail. The Fin is the fixed surface and this gives the plane lateral stability, and the rudder, being a movable control, gives the plane directional control. Also as with the elevator, the rudder has a tab and this aids the pilot in overcoming the propeller torque and thereby

relieving the pilot of applying unnecessary pressure on the rudder control.

A few of the noteworthy changes on the ST-3 is the use of ball bearing hinges for all movable controls, a major improvement over the old type we used on the ST-2. Also, the rudder design has been changed slightly and the tail cone is now included in the rudder construction.

The entire tail group is of all-metal construction, fabric covered and externally wire braced.

In this short article I have tried to give the most important facts concerning the wing and tail controls, and I hope it has aided those who were not fully aware of the duty of each control in the flight of the airplane.

NEXT ISSUE - Detailed operations in the Wing Department.

## more about EDDIE MOLLOY

Navy aircraft. He was appointed assistant chief engineer in 1937.

Then, he went to the Stinson Aircraft Division of the Aircraft Manufacturing Corporation, in 1939 as project engineer and factory manager and had charge of developing the Stinson Army -0-49 a short range observation plane. Competition to our own YO-51 "Dragonfly")

In August, 1940, Eddie came to Ryan's as factory works manager.

The list of airplanes that this fellow has worked with or on looks like a history of aviation. We're not going to write it here. If you'd like to know, ask him. He'll tell you, believe us.

We asked Eddie about the future of aviation, as he saw it, and got the best answer yet. It's like this: "When the big strife is over and the thousands and thousands of trained pilots and mechanics filter back into an even more air-minded civilian world, aviation will make another big lurch forward, just as it did after World War I. It was sort of comforting to hear him say that it was this that we're planning for.

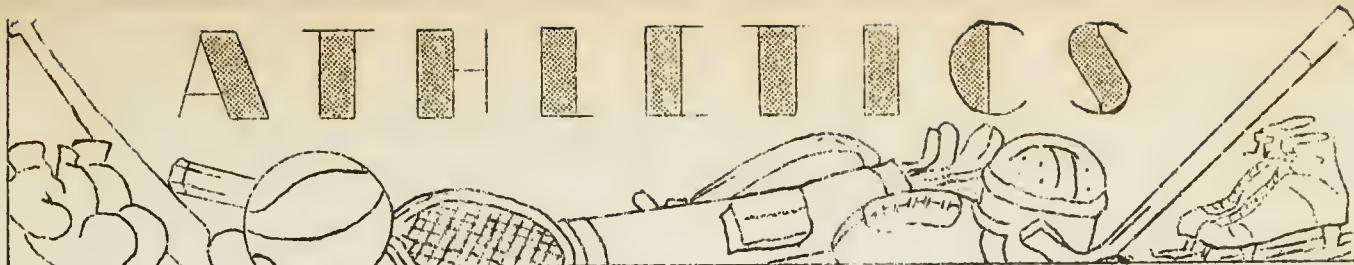
He, like Claude Ryan, slipped in a plug for employee suggestions. In a large organization, he says, it's one good way of finding which men to fill important jobs.

If we had to describe Eddie Molloy in four words, we'd say, "short, bright and experienced".

We might add that he was married in 1917 and has a daughter and two sons, 22, 16 and 13, respectively.







## RYAN SOFTBALL PROSPECTS PLEASE M. MARCO

After having looked over all three Ryan teams in action on the local playgrounds, Mr. Marco, Personnel Director, is pleased with the outlook for the coming softball season. In a statement made to your editor this morning, "The Chief", as he is called on the diamond, says that there is little to choose between the two teams, known as the All Stars and the Stacks. He was high in his praise for both squads as well as the ST-3s. Questioning him further on the subject, one learns that he has already picked his spot in the "Stands" for the forthcoming benefit game between the two squads. This is one game that no one in the Ryan Company can afford to miss as it promises to be a "wow" in the words of the "Chief".

With the above statement from Ryan's number one softball fan, comes the invitation from all of the teams to the entire personnel of the Company, to come out and lend the helping hand of support as the Ryan teams fight their way to the top of the heap in the various leagues in which they will play. Come on out and help the team along. Company support is as valuable to the teams as is good playing and fine sportsmanship. The teams guarantee the playing and the sportsmanship. YOU have to guarantee the support.

\* \* \*

## BADMINTON ENTHUSIASTS-HAVE A LOOK

The first semi-annual Ryan Aeronautical Badminton championships will be held in the Municipal Gym in Balboa Park, Saturday night, May 10th, and Sunday afternoon and evening, May 11th.

This should be one of the outstanding competitive events in the history of the Ryan Employees Recreational Association. There will be some first class matches as there are some very fine players in our organization. The entire tournament will be held on the handicap basis so that EVERY CONTESTANT WILL HAVE AN EQUAL CHANCE AT THE TROPHIES TO BE GIVEN to

## SOFTBALL TEAMS AT SWORDS POINTS AS PLAYOFF NEARS

With the Ryan Softball teams selected for the coming City League, the rivalry between the Ryan All Stars, and the Ryan Stacks is keen. One team swears that the other will not have a chance when the two teams finally meet for the Ryan Employees' Recreational Association Championship.

It is not as yet decided when or where this game of games will be held but you may be sure that there will be plenty of notice posted so that every one will be able to see what should be the best softball game played in this city for some time.

The interesting thing is that all of the fellows want to make it an exhibition game for the benefit of MIKE MOYER the Ryan softball player who was hurt in the first game of the season last year and at this point is still wearing a cast. THIS IS A GOOD CAUSE, SO LET'S ALL BE PREPARED TO COME.....

It is a little early yet to make any prediction as to the ability of the Ryan teams as against that of the other teams competing in the City Tournament and graduated leagues. There is this to be remembered, however--the Ryan teams will be out to win whatever the situation at hand.

At this point in the season the question of support is always outstanding. The thought in the player's mind seems to be, "Will they come out and support us or is it just another game to most of the fellows?" The company as a whole should support the teams with regular attendance at the games as this is the one way to show the fellows that the company is behind them.

the winner and the runner-up. Such outstanding players as BOB COOPER, RAY PYLE, CARMACK BERRYMAN, FRED FORD, GEORGE DEW and many others will be seen in action. WATCH YOUR BULLETIN BOARDS FOR MORE COMPLETE INFORMATION.





Someone said that Spring was in the air but it turned out to be GEORGE DEY and his Ben Hur hair oil. Sniff, sniff!

DOROTHY ARMENTROUT has the only head of hair in the Company that changes color while you are looking at it.

What has happened to the Company dance we used to hear so much about? If this delay keeps up I'll have to put my tuxedo back in moth balls.

Seen at the College Inn nightly is MILTON DOWN. If you look closely in the very corner of the saxophone section of Jimmy Nolan's band you'll see him. Go in and watch him solo, folks. He's a wow!

Can you picture a Stress Engineer preparing for bed at night? Well, he stands beside it a few seconds yawning and stretching. Then with a poke or two at the mattress he mumbles: "O.K. for stress" and crawls in.

## GOLF TOURNEY A GREAT SUCCESS

The second in a series of three two-man team best ball golf matches was held Sunday, April 19th, at the Coronado Country Club, and from reports of the contestants it was a great success.

The seemingly unbeatable team of MORDLAND and BILLS again walked off with the top honors, bagging a neat best ball 30 for the morning's effort. It is said that this team will definitely be dethroned in the last of this series to be held sometime in May at the La Jolla Golf and Country Club.

Prizes were awarded for three places in a blind boggy which were 76, 86, 96.

The real purpose of this series of two-man team matches is to establish handicaps for the coming First Annual Ryan Factory Golf Championships to be held at the Rancho Santa Fe Golf Course in June. This method of establishing handicaps is by far the most enjoyable as it offers the element of competition seldom found in this necessary but unpleasant task. LET'S HAVE A BIG TURN-OUT FOR THE LAST OF THESE TOURNEYS.

The most embarrassing thing in the world. Two eyes looking at each other through a key hole!

Did you know that DOROTHY MANNING was learning to drive a car? Yep, she is. The other day she stuck her hand out to make a left turn and 16 sailors climbed aboard. Next time, girlie don't jiggle your hand so much!

In the Spring a young man's fancy turns to one arm driving and hamburgers without onions.

It has been revealed how the subject for discussion is selected at

the Ryanettes Luncheon gatherings. Each member writes the name of one eligible Ryan bachelor on a slip of paper and drops it in a hat. Then the Guest of Honor draws one. By the time lunch is over, that poor guy is everything but himself.

The essence of youth---ROBERT BUTTS.

## THE LESS SAID ABOUT BOWLING THE BETTER

Yes sir, the less said the better is an excellent way of passing off what happened at the new Pacific Bowling Alleys, last Saturday evening.

The teams representing the Ryan Aircraft Bowling League were stage struck from the first ball rolled to the last, and where they ended after the evening's bowling is a deep, dark secret as far as the bowlers are concerned.

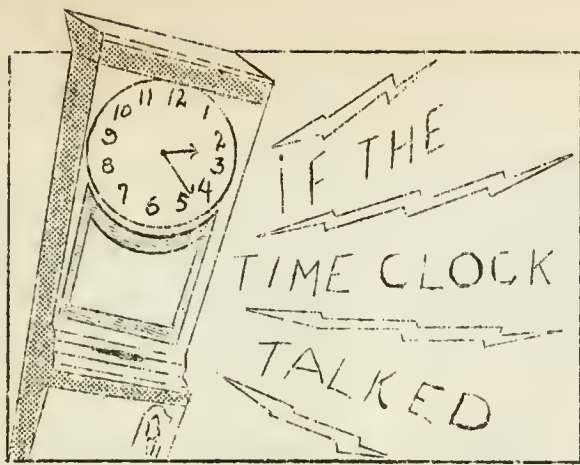
There are still two events left in which Ryan bowlers will compete, and it is here that the boys will have a chance to redeem themselves for the "off color" showing Saturday, April 19th.

It is hoped by all concerned that the same support will be afforded the singles and doubles bowlers as was afforded the five-man team matches.

There will be news forthcoming as to the Ryan Summer Bowling League which will be in the form of individual tournaments held one night a week with the winner taking all for the one night stand. Watch your Ryan Flying Reporter for further Bowling News.







### DAMN FOOL INJURIES

It's funny, but in my day I've heard of a lot of folks say, "How can we prevent damn fool injuries like these?" And they would be talking about what happened to some poor guy who was laid up because he fell off a ladder, or got caught in a machine, or was injured having a little friendly horseplay with a fellow worker.

I think you'll agree with me, that there's no such a thing as a "Damn Fool Injury"!

Sure,---nobody gets hurt just for the fund of it, because getting hurt hurts too much!

But its a fact that sometimes people do things that look dumb. But I agree with Rusty that people don't get hurt because they are dumb, but because nobody ever took the time to tell them the proper way of doing what they were doing when they were injured.

Anyone who doesn't know how to do his job shouldn't be bashful at all about asking someone for more information.

The quickest way of finding out what you don't know is to ask somebody about it. The bird who doesn't bother to find out is usually the one who gets hurt!

It's smart to ask questions. But sometimes a guy won't and that's where we come in.

If we see anyone taking a chance---perhaps he doesn't know any better---we shouldn't just stand by and allow him to keep doing it. If we go up to him and give him a friendly tip, in most cases he'll take it in the right spirit and thank us for it.

That's how the fellows in this department work and that's why we don't have any "Damn Fool Injuries".

### NEVER HORSEPLAY

### ONE OF THE ENGINEERS' SILLY PROBLEMS

"Design a plane!" the head men say.  
It must be built in such a way,  
That the dumbest mug can fly hands off,  
Make the hardest landings still feel soft,  
Make up for brains that the pilot lacks,  
Make the seats lean forward and still lean back.  
Supply and demand will be the thing,  
Forget the span of chord and wing.  
The spar must just be six feet long,  
For scraps of spruce cost but a song.  
The fuselage can be tied with string,  
Or by a similar method hung to the wing.  
It must be safe and in the main,  
Be able to withstand a hurricane.  
It must be fast and not land hot,  
(What a HELLUVA job the designer's got)  
Fast and light and comfortable too,  
With a cruising range to Timbuctoo.  
Of course this is no common hack,  
For it must carry the load of a ten ton Mack.  
It must climb straight up and land straight down.  
But the pilot must scarcely feel the ground.  
Yes, flaps and brakes and retracting gear,  
Hells Bells! They must think the millennium's here.  
And one last word the head men say,  
"It's gotta be finished by YESTERDAY!"  
On second though there's one thing more,  
They'll have to sell at the ten cent store.

ACA - Engineer's Staff

\*\* \*\* \*

### FOR YOUR PROTECTION--SAFETY SHOES

We have made arrangements through our Purchasing Department for you men who desire safety shoes to buy them at factory price plus 10%. The shoes may be purchased through the Company and paid for by a small deduction from your weekly check.

See Mr. Marco for a requisition  
The shoes are of the metal toe-cap variety--to insure against injury to the foot from crushing, as well as affording maximum comfort.





Howdy, Gents. Or did I say that before. Oh, well, that is none of your business or none of mine, so here goes.

---O---

I see our friend HAROLD "BAKE" SCHNELL, has the lead on the men now. Harold knows his heat-treat but never seems to be able to control his own temperature. Ouch! His new assistant VERN EASTLICK is a former Rohr man. Welcome Vern. Ryans is a good place to work.

-- O --

"FRENCHY "PUSH-EM-UP" FOUSHEE, our new understudy to RAY "BUTCH" ORTIZ, says, and I quote, "If all the fellows will give me the same cooperation they give "Butch" and Bennett, I will do everything I can for them." Well spoken Frenchy. We hope your cerebellum will not vitiate your equilibrium. Wow!

-- O --

Smiling ED "BLAST-"M" WEBER of the 2nd says they have been so busy he has no news this time. Better luck next time, Ed.

-- O --

We were sure glad to see SLIM "PANTOMIME" COATES get over by the bumping department. I have never seen so many smiles on the faces of the bumpers before especially when he played his marble machine.

-- O --

Our FIRE CHIEF DRISCOLLIS is getting things under control for a company fire department. Let's all get behind the Chief in this, fellows, as it is protection for us as well as the Company. Thanks.

-- O --

FLOYD "CHEW" BENNETT was off three days with sinus and now he is transferred to 3rd. Sorry to lose you, Floyd--signed--"The Second Shift".

-- O --

A Welcome to C.V. HENKLE to the bumping department. We are glad to have you "CEE VEE".

-- O --

Most frequent other haunts. Good stacks to you all.

The Ghost

#### NOTICE

If there are any of you fellows on the second shift who are interested in having a Photography Club, see Earl Atkinson, usually found in the Foundry. (Badge #1552)

Wonder who the fellow is that said JIMMIE LEONARD needs some sleeping powder.

About six a.m. a recent rainy Wednesday morning there was a streak of lightning that shot through the plant and out the gate. In answer to our queries, JOE LOVE told us it was BILL OPFER, who is now the proud father of a baby girl. Congratulations, Mrs. Opfer--and Mr. Opfer.

Our loss was somebody else's gain when LAIRD DOLES left small parts and went to Spot Weld. The gang in small parts all miss that cute little red mustache and the guy underneath it.

It also seems good to see GEORGE LEE back on the job after his leave of absence.

Say, BILL ESTES, did you get your Packard fixed while you were out?

It seems RALPH CALLOWS' webfeet have become itchy since the Ryan lake subsided. Last weekend he tears out for L.A. He must have had a mighty good time. Anyhow he shows up Sunday night about 3 hours late with some yarn about oversleeping. Oh yeah!

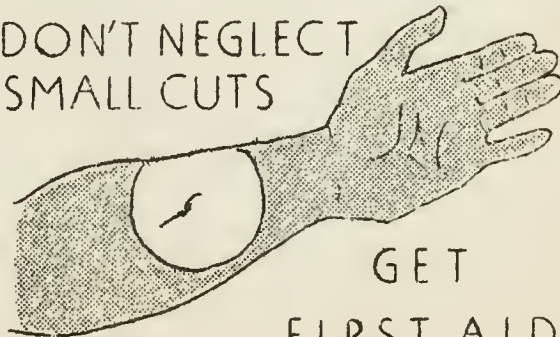
Well, I'll say we enjoyed those cigars. Don't like to see a man burdened too much but we all like our smokes, so here's more power to JOE LOVE and his family with the new addition and we all hope she grows big and strong.

JOHN LANG of small parts got himself a motorcycle and boy does he get to work now? But look out for those turns in the road, John. They meet you pretty fast.

FLOYD "REBEL" BEASLEY quits night-shift for day work. Which goes to show why the South lost the war. "Can't take it," eh, Rebel? I've been told he couldn't make the Army "onaccounta" having two left feet.

We, the third shift as a whole, are more than glad to welcome back into our midst, P.T. BUSH, a most able and efficient speeder-upper-of-production in the passivating inspection.

DON'T NEGLECT  
SMALL CUTS



GET  
FIRST AID



I know this is going to be kinda lousy, but here goes, ready or not.

JACK PARK is vacationing these 'two weeks in favor of MR. STORK. Didn't you know? Which reminds me, KAY LARKIN is about to become a proud "pop". Congratulations from the gang to both you lucky guys.

I understand, from United Air Lines that ED BAULGARTEN missed the Sunday night plane back from Burbank. He had to take the early Monday morning plane. Some guys have the worstest luck.

"EARLY-PEARLY" KOPS is back on the job after paying the preacher a little Sunday afternoon visit and a sojourn in yonder mountains. The best of luck, Earl.

WALT SCHRODER was saying to me the other day, "Boy, you should join the Navy Air Corps". Wonder what's eatin' thay guy?

HOBIE HOBART had another date with his girl friend. That's the second in six months. Someone should present Hobie with a copy of Horatio Alger.

FRED ROSACKER, better known as "Wings", is sure doin' some fancy flap-pin' around his new girl friend. I know this is a leading edge, Fred, but don't string us a longron.

Here comes "HAIR-IN-HIS-EYES" KELLER. Maybe we should take up a collection to get Bill a hair cut, or could be he likes it long.

CARL TECCA is so quiet that we hardly know he's around. Speak up Carl and make yourself know.

HARRY GODDIN and ED SHEPHEARD have just moved over from Tool Design to assist ROUGH-HOUSE CRABTREE with the main-folds.

JACK CONNORS, who hails from Oklahoma and WALT SORENSEN, a native son, sure keep the doors in the other room swinging. In fact last week the doors had to be sent away for repairs. A Burnt out bearing or somethin'!

This is about all the corn I could throw at one sitting, so I'll be seein' you around.

A Very Dear Friend  
(Substituting for Jack Park)

**RYAN**

Hello Kiddies,

I just musn't forget to tell you about our two new starlets here in the shop. They have been posing for the photographers this past week and I hear they were offered a contract by the Dum Dum Picture Corpse. They are none other than Miss "Gwendollyn" LADROOT, better known to the boys as MELVIN and Miss "Emmy Lou" HOLLENBECK whom we call "GLENNY". Boy, are they celebrities!! How's about an autograph girls or are you too busy primping?

I wish to take it upon myself to extend a sincere welcome to the new welders in the shop and for the benefit of the new boys as well as the old I want to say that the spirit of cooperation among the men is the highest of any department in the shop. So if you fellows run into any trouble with your job or any other matter just let any one of us know and we will be more than willing to lend a helping hand to you. The one thing you boys want to remember is do your part to make the Welding Department "The Best Place to Work".

JOHNNY CONNORS and TRUCKEY have a deal that beats all deals. On those rainy days if you saw those boys around the lead-pots going through the motions of a good old-fashioned steak fry, hope you weren't alarmed—they really were frying steaks. I personally bit into the most delicious toasted cheese sandwich I have ever tasted. Some chefs, those boys. Jiggers boys, I hear a guard coming to put the mooch on one of your steaks.

JIM RILEY, the few-word-welder, was heard to have said the other day as the fire alarm sounded, "I wonder who got away this time." You can plainly see where his early training was acquired.

BOB GARDNER is having trouble with his desk moving around in the strangest places. Do you believe in spooks, Bob? Or does it seem that two certain manifold boys used to be furniture movers before they came to work here? Not mentioning any names, Bob, but a guy whose initials are CHASE could have been one of the spooks. Suppose?

Again another winner of the copper plated Deer can is MUTT BENNETT. He was recently transferred into the welding

(continued on next page)







# SNOOP SET

by Brenda and  
Corbina



# THE RYANETTES

by  
Wilbea  
Jackson

Well, Brenda, here we are back to stir up something, if only dust. We really should have some super-sleuthing done with two weeks off, but seems gossip is so elusive that even the Green Hornet can't detect any.

Say Cobina, did you hear what one nostril said to the other nostril? No, what, Brenda? Well, it's like this, one said shall we make a run for it or just let it drop?

A certain sweet little girl in the Accounting Department was so worried about who the honored guests were last Thursday at the Ryan Luncheon, and Lo! it turned out that she was one of them. Need we say more? But we all know she certainly deserved any appreciation the Ryanettes could show her; also her co-worker.

Say, wasn't that the biggest cigar you ever saw that CHET PARKER had last week, I followed him clear out to his car hoping he'd drop it and I'd get the snipe, but he dropped it in the mud. Am I grieved at him!

Guess we had better let it drop for now, and we want to apologize for anything nice we said about anyone, it was definitely not intentional—we slipped.

Dear Friends:

I am sorry I was so long in arriving, but the train was a little late. Now that I am here, I would like to thank all of you for the lovely quilt.

It is good to know I have so many nice friends.

After April 24th, I will be in Lemon Grove, and I hope you will all come to see me soon.

Thank you again.

John Cooper Zippwald, Jr.



MILDRED ALKIRE and MARY FREEL, the two organizers of our young club, were honored at our last regular meeting and presented with lovely corsages. We met as usual at Bernardini's for spaghetti and salads. WILBEA JACKSON and, NORECE KIRKSEY were elected to take charge of the luncheon for next meeting.

Our membership is coming up! 29 were present at our last meeting. One, however, was a guest--BEULAH HAYWARD, who paid us an all too short, but very welcome visit. We're all hoping to see her again soon.

Oh yes---speaking of food, PAT and BETTY want to know if there is any way to fix beans, other than boiling, baking frying or sandwiching. If you have any new recipes for beans, please send them in.

There are two questions, though, that just can't wait for next meeting--by way of "old business" we would like to know if MARZELLA is still unhappy over the Army auditor who left.

And, by way of "new business", we hear that the two "J's" in the new building are quite "that way" about each other (any additions or amendments?)

PHYLLIS CREEL went to Tucson, Arizona for a few days. She said they have "unusual" weather in Arizona also.

We're wondering if DIRECTOR TOMMY has a chance with DOROTHY MANNING after noticing her "Ride" home every night.

## More WELDING

Department so he decided to purchase a couple of welding regulators. He went to Sears and Roebuck to make a purchase with the idea to save as much money as possible. The Salesman showed him two gauges and said, One is \$6.00; the other is \$9.00." Bennett said, "Give me two of the \$6.00 ones." After getting his equipment home he tried and tried to make the gauges fit. One fit all right but the other wouldn't fit at all. Hmm, I wonder why? Do you suppose that the \$6.00 gauge was for acetelyene and the \$9.00 was for oxygen? Hmm, could be.



BULLETIN NO. 4 - This is the fourth of a series of bulletins which will appear regularly in the RYAN FLYING REPORTER to describe for the American working man, facts you will want to know about the American business system; to tell how businesses are built; to explain how they are operated and to define the position that business occupies in American life.

## WHO PUTS UP THE MONEY TO RUN A BUSINESS?

The truckman who buys a truck and starts his own business probably uses his own savings to finance his business. He might use money that he has in the bank or, if he owns his house, he might borrow the money and give a mortgage on his house as security for the loan. Or he might persuade a friend or a relative to chip in part of the money and to share in the business as a silent partner.

Sometimes two or three men will pool their savings and go into business together. Many small shops start with a partnership arrangement between a man who has learned how to make the product and another man who knows how to sell. Each man puts up part of the money needed to start and each owns part of the business. The salesman gets the orders, the mechanic does the productive labor and they share in the profits if there are any profits.

Most businesses are started like that and, if they succeed but remain small are owned entirely by the men who put up the original money.

## SOMEBODY MUST PUT UP MONEY TO MAKE JOBS

As a business grows, it is necessary for the owners to plan and prepare for growth. They may need to enlarge the factory or build a new one and install bigger or more modern equipment. They may feel confident that growing profits will eventually pay for the expense, but the equipment and buildings must be paid for before profits can be earned. So considerable money must be obtained before the plans for expansion can be carried out.

Furthermore, when new equipment is installed, it must be operated for a

while before goods can be delivered and paid for, so money must be obtained in the meantime to pay wages and to pay for materials.

The owners of a growing business get their money by exactly the same procedure that the truckman followed to get money to start his business. The owners of the growing business sign a mortgage and, in addition, take in silent partners. But they need more money than they can get from friends and more than they can get by mortgaging a house.

## THE PUBLIC PUTS UP THE MONEY TO BUILD BUSINESS

So they go to an investment house and sign a mortgage on their land, buildings and machinery. The investment house takes the mortgage and lends them the money to construct new buildings and to equip them. Then the investment house gets a lot of people to buy parts of the mortgage. These people chip in a few hundred dollars apiece, and each one gets a certificate, which is called a bond and which represents his part of the mortgage. Some people may buy more than one bond. The business must pay interest on these bonds and, if it fails to pay the interest, the bondholders can take over the land, buildings and machinery and sell them to get back the money, which they loaned on the mortgage.







# THE PUBLIC SUPPLIES THE MONEY TO PAY WAGES

After getting the loan on the mortgage, the owners of the business are able to put up new buildings. But they may need more money to pay for the additional materials and the extra employees that are required for the bigger business. So they go back to the investment house and say that they want silent partners who can put some money into the business. The investment house finds a lot of people who want to buy a part of a business and collects a hundred dollars (or perhaps fifty dollars) from each person. The investment house gives in exchange, a certificate of stock which represents part ownership in the business. Some people may buy ten shares

or a hundred shares of the business. The money received is then put in the bank for the company to use to buy materials and to pay wages and other expenses.

Each share of stock entitles its holder to one equal share in the profits of the business, and to one vote at the annual election of directors of the company. When these shares of stock are issued, the original owners of the business lose ownership. They can, and undoubtedly will, buy some of the new stock, and for each share of stock they buy they are entitled to one share in the business, one equal share of the profits and one vote at the election.

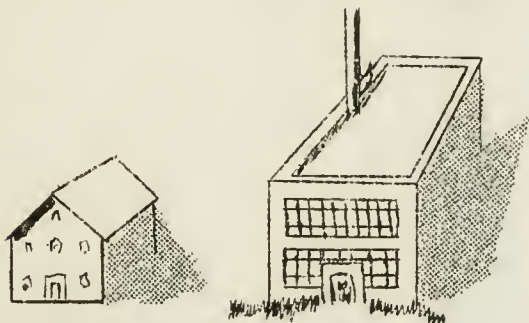
## THE PUBLIC MUST BE PAID FOR PUTTING UP MONEY

If the company doesn't earn any profits, the stockholders won't get any money. If the company earns a profit, it will pay a tax to the state and another to the Federal Government, put some of the profit in the bank for a rainy day and divide the remainder among the stockholders. Each person who holds one share of stock will get one equal share of the profits paid. The share of profits paid to the stockholders is called a dividend.

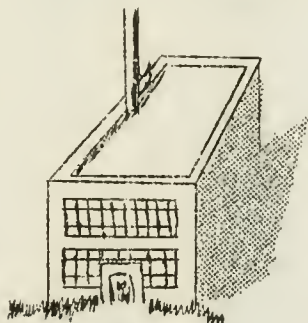
By buying shares of stock with savings, it is possible for a man or a woman to buy a small part of one business while working for another business. By this means, twelve million American people have acquired part ownership in many large businesses, such as General Foods Corporation (which is owned by 66,000 men and women who have one or more shares of stock) and General Motors

Corporation (which is not owned by Mr. Sloan or Mr. Knudsen but by 350,000 men and women who have one or more shares of stock).

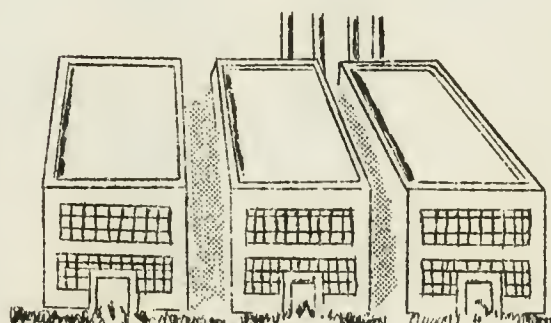
Bondholders do not share in the ownership of business. A person who buys a bond merely lends money and doesn't buy any of the business. The bondholder doesn't share in the profits of the business, either. He receives a guaranteed interest on the money that he lends. If there are no profits, he gets his interest money just the same and the stockholder gets nothing. If the profits are big, the bondholder gets his regular interest and the stockholder gets the profit. If the business fails, the bondholder can sell the property and get all or part of his money back, but the stockholder may lose part or all of the money that he invested.



12 Jobs



200 Jobs



1,000 Jobs



FIRE ZONE  
2639

PRODUCTION  
FOR  
NATIONAL DEFENSE

DON'T WHISTLE  
WHILE YOU WORK

HAMMER  
WITH  
CARE

NO LOITERING

08

10. חזק

RESTRICTED  
AREA!

TOOTSIE  
TOFFEE

THIS IS  
A SNAKE

No  
SMOKING

WASHING BEFORE  
WHISTLE STRICTLY  
FORBIDDEN!

BOY BOY  
THIS A  
IS THE ONE!

Do Not  
Sit on  
Floor or  
in Barrel

NOTE:

PANORAMIC OUTLINE OF REX SEATON'S ~~MADHOUSE~~ CIRCUS OF MANIFOLD  
ATTRACTIONS. ASK ANY GUARD FOR A TICKET SHOWS DAILY 7:00 AM TO 3:30 P.M.  
GET YOUR SEASON PASS FOR CONDUCTED TOURS.

— 41 —  
— IN —





ATTENTION--Would a few of you fellows in the wing department be interested in a collection for "BIRD-KITE" ROLLINS??? He needs a cover for his motorcycle which got wet the other day when a "San Diego fog" set in and he's had a scowl on his face ever since.

The reason "COFFEE NERVES" NORTH is so hard to get along with is that he gets started off wrong in the morning. He has to run that two man "gas guzzler" by himself.

J. H. EDDY is going to be a father soon. We all hope you don't pull a WADELL on us EDDY, good luck.

If you fellows got a whiff of any foul smells last week, we found out what it was--JIMMY STITES and "BARKING" BAILY telling each other jokes. Boy they were Loo-loos. The only one who laughed at them was LEW HORTAVICH and that was six months ago when he first heard them.

CHRIS ORTEL is now a refugee at Rolando Village. That's the place where you can leave at 6:40 and be in the plant at 7:00. Oh, yeah? Ask ROCKY.

JOE BASSO has given up badminton. They won't reserve him a court for the evening. When he phoned for a reservation, they gave him the bird.

We have a new bunch of fellows with us now. They are L.E. LEVI, C. E. KOCHER, A. BRAITHWAITE, V. CINQUEGRANI, H. J. ZUEHLSORF, O.A. PIERSON, C.A. TOLPO, T. B. SHOWS, M. E. WALL, C. STEPP and L.N. OWLER. We're glad to have you boys with us and we hope you get the swing of your jobs without a lot of trouble.

OWLER was only with us a few days and he had to leave us temporarily. His wife became ill in Los Angeles and had to be taken to Palm Springs. We hope she gets up and around soon.

We wait anxiously for the new models of automobiles, radios, airplanes, etc. But the thing we're most anxious to see is the next invention of DOUG "EDISON-WESTINGHOUSE-EINSTEIN-FORD-CARNEGIE" BEBEE. What will it be?

FLASH

BABY WADELL has a new sleeping bag, if her old man doesn't try to kick her out.

All future fathers ought to transfer to Wing Assembly. Instead of getting a cigar from them we give a present. (Reference to any persons living or dead is

Gentlemen, we had the pleasure of meeting LARRY GIBSON, Flying Reporter editor, a genuine handshake, a pleasant smile, neat as a pin, loads of personality, a real man's man. He was full of compliments for the night shift baseball team, but left no question as to the superiority of the Ryan regulars, BUT the fellows still think that they can give them a run for their money (or should I have said beer?). A game at the Ryan annual picnic would be an ideal time to decide the question.

The second shift boys take this opportunity to congratulate JACK ZIPPWALD (even if he didn't give me a cigar). It's a seven-and-a-half pound boy. Congratulations also for his promotion to company representative.

We'll be seeing JOE LOVE, who incidentally deserves some credit also for a late addition to his family, at the beginning of the shift instead of at the end. We are sorry to see FLOYD BENNETT, go to the third shift (you lucky guys) but we sure are glad about his promotion. Last, but not least, an orchid to the one that picked "FRENCHY" to help "BUTCH" keep us guys in line. Let's give him the same cooperation that we gave Floyd.

Say, fellows, are we going to take all that ribbing from "The Shadow" sitting down? or are we going to look into his closet for skeletons and get some revenge?

I don't claim to know who it is, but if any of you guys ever hear those skeletons in "SLIM" COATES' closets rattling, just let me know and we shall see if we can't blackmail that "shadow" into having some mercy on us. Incidentally, the other night he was held up on the way home--yeh, all the way. He says he never expects to find the perfect girl but adds that he finds it very interesting making sure that they are not that way. Then, too, Uncle Sam may take him off our hands for a year. He got his questionnaire the other day. We're pulling for you, "Slim", and please don't lose your uppers.

purely coincidental.) Bill, if you couldn't read the names on the card, just send it to the fingerprint department. I'm sure they will have no trouble identifying those who signed it.



In these days of trying times, there are a few experiences that are a little more severe to mental strain than others. Along with getting practically no sleep, pacing the floor, and holding down your job—well, just try it sometime, and become papa to a 7-3/4 lb. baby boy.

Before it's all over you don't dare to relax too much, but even so, a little day dreaming and visions of the future are bound to get in now and then.

There seemed to be quite a little concern as to how JACK ZIPPWALD was able to get through the picket line at the hospital, with all this labor trouble in the maternity ward!

Now that it's all over till next time (????), I have a little parting message, on behalf of the Manifold boys, and those who have had the pleasure of working with Jack Zippwald, to wish him the very best of luck in his new work, and to the future whatever it may hold.

We are more than pleased to work and cooperate with our new and able assistant foreman on the day shift. JOE LOVE. May he find us all one happy family, and cause him very little fret.

Have any of you boys added any new cuss words to your vocabulary? If not, then you've missed out on a few choice admissions from a little fellow bumper called, Tiny the last few weeks. He claims the country has sure gone to h#%\$, all because someone had to invent or discover the stack for the Kinner

Motor. (Quote—When a Fellow starts fighting them in his sleep, perhaps getting sued for divorce, something ought to be done. -- Unquote)

He's given serious thought to taking up where Strangler Lewis left off—perhaps more dough—less sweat.

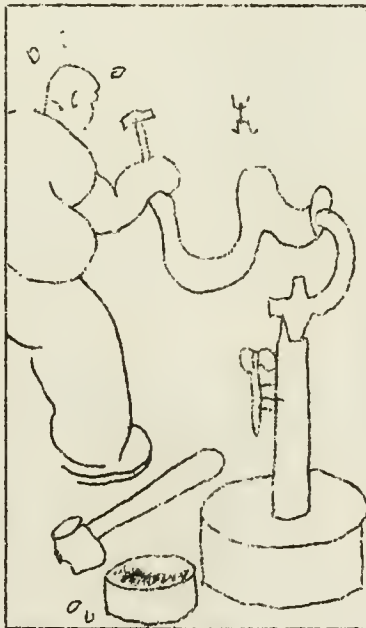
When the last job is over,  
And the final line-up is thru;  
When you've turned in your tools,  
Let me say these words to you.

"Don't think too harsh of the foremen.  
Don't damn the work you've had to do.  
Just be glad it's all over  
And figure 'twas good for you.

Don't think your time was wasted  
On the manifold rack, stacked so high;  
Or the peculiarities of the 'Dog Leg',—  
It's buffalced many a guy.

Just forget those many details  
That were such a pain in the neck,  
And say "three cheers" like you meant it,  
When in the morning you 'out-check'."

Submitted by  
Machine Shop



For those who love to Jib and Jibe to real hot music, furnished by the boys of the plant every Saturday night, stop in at the Casino at Mission Beach and let them know you're there. That is before 10:30 p.m. After that, if they can still see, you will be greeted with a very droopy nod—just tired??? From 11 p.m. to 2 a.m. everyone is on their own.

Anyone with betting instincts and wishing to make or save money on bets of any kind—fights, baseball, etc., contact (BOOKER) LARSON.

The Army is sure passing up a good marksman in LOUIE UPMEYER. I was wondering where he learned to use a sling shot with such accuracy—in the OZARK'S?

A hearty welcome to our new-comers—PARRISH, EGGERT, C. MEUIR, CHADWICK, BELFORD, and HENKLE.

For some time now, there has been free bus service from the highway to the plant, rain or shine, only too willing to wait a few minutes and give the walkers a ride. I'll admit they sometimes resemble sardines, but (JEFF) JEFFRIES enjoys the hearty greetings of "good-morning", and thanks for the lift. Thus doing his good deed for the day—some guys are just born that way. There should be more.







# HAIL AND FAREWELL

HAIL -

To our new foreman, FLOYD BENNETT--in him we can feel proud to have another swell fellow to work with. His pleasant smile is a welcome sight to us who thought by losing JOE LOVE the third shift would seem different. We have a grand bunch of boys, Floyd, and I know that they would all want to join me in wishing you the best of luck. And you can rest assured we will all give you our best cooperation.

FAREWELL -

The boys of the third shift were very sorry to see our old foreman, JOE LOVE, transferred over to the first shift--but we feel that our loss will be welcomed by the boys of the first shift. He is a great guy, fellows, and we hope in time that he can take the place of another grand fellow whom I'm sure you all miss JACK ZIPPWALD. We of the third shift wish both Joe and Jack happiness, contentment, and prosperity in their new positions.

"Little Nap"

Manifold Department

## FIRE FIRE PREVENTION FIRE

Fire prevention experts contend that in most cases a fire is the result of someone neglecting his duty, being careless or being ignorant of fire hazards.

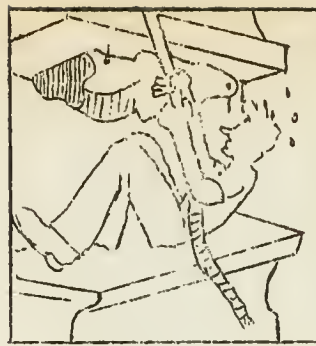
Our Plant has spent a large sum of money to equip and establish a fire Department to safeguard lives and property.

The Army and Navy Intelligence and the Federal Bureau of Investigation offer their assistance to protect our personnel and plant.

Our Staff of Volunteer Firemen are showing their loyalty by attending the series of lectures offered by Chief Parrish of the San Diego Fire Department in order to acquaint themselves with Fires--the causes--hazards and prevention.

How can each individual cooperate for better protection to safeguard lives, property and his job? Allow me to offer the following suggestions, in answer to that question.

First of all--Do not be careless. Let careful be your watchword! Play safe! Report all hazards to your Foreman or your Fire Chief. Observe the rules of the Plant Protection Department. Learn the use of Fire Equipment. Read all articles pertaining to Fire which will



## DROP - HAMMER

by  
The Rope

Either we must find a way of censoring these newsreels, or Ryan will have to purchase the latest design of modern heat treating equipment.

It seems the COLONEL has been telling the Mrs. how hard he works, lifting those heavy baskets out of the soup, and insisting he rates at least two bottles of beer after such a hot and tough eight hours. And sympathetic and understanding woman that she is, she has been allowing the old boy his two bottles.

Now she "up and went" to the Spreckels the other day and sees a newsreel. In it they showed some innocent scenes of a plane factory. One of these scenes was of the heat treating department, with the drop hammers in the background, so there couldn't be any mistaking it, she thought--and here comes the tough part (at least for the Colonel).

The operator presses a button and the basket rises - moves over the soup and gently sets itself into the soup. He presses another button and the basket very gracefully emerges from the soup gently glides over to the water quench tank - and does a beautiful swan dive into the water. All done with buttons and old Edison jice.

If youse guys have the least bit of imagination, there's certainly no use in me telling what went on in that household that night. She even called him "and old button pusher", and immediately cut the ration to one bottle.

Honest, Mrs. LINDERFELT, we haven't this automatic equipment as yet, and the "old button pusher" does have to get those baskets in and out the hard way, so be kind and put him back on two bottles install new equipment so that you may take necessary corrective measures.

appear in the following issues of our paper.

By following these few suggestions we can all help to eliminate fire hazards - thus bringing a sense of security and confidence to those of us who depend on Ryan Aeronautical for a livelihood.



# MODELING

by  
Paul  
Dawson



Germany has Hitler, Consolidated has the PBY, and the Modeling Shop has a draftee. Yes, Sir, our own LES JAUSSAUD is walking around saying -"It's for my Country,"and trying to convince us along with himself the advantages of Army life "Oh,how I hate to get up in the morning"

Easter vacation might be all right for some people but for JOHNNY CASTIEN its a week of hardship. His wife is away so Johnny comes without his lunch and missing a button here and there. Ah, the bliss of married life!

Which reminds us, do you ever think back to the time when you were married? In a recent survey of the modeling shop we uncovered some very interesting details on marriage. Several of the boys met their wives on blind dates. One even went so far as to picket the house of his present wife because she wasn't interested in meeting him. What men won't do!

It seems JIM CARLIN, an authority on house shrinkure, is having trouble. Jim built a house during the rainy season with three bedrooms and now it's shrinking up till he only has two. Looks like you sleep in the barn, Jim.

Now comes the time to praise our fire fightin', smoke eatin' C.C. CLARK. He handled the fire in the yard truck superbly, and afterwards very calmly said,"What is it everyone says - Oh yes, 'Shucks, anyone could have done it.."

## TOOL DESIGN

by "Jigs"

FRANK (HEDY) LAMAR, Shop Mentor of Tool Design, has decided to augment his many triumphs with a plane made entirely of cast iron. Now "Three Jaw Lamar" is a very versatile person and his ability to machine cast iron is one of his finest achievements.

"Should this plane experience any difficulty in taking to the air, we will probably use the now famous BIRDSALL "De-Gravitizer",states chief test pilot C.E. RICE.

The writer feels that this ship will be a great advance in aviation, due to the fact that it will have the gliding angle of a brick, which is the essence of all good dive-bombers.

"The exclusive rights for the use of the Bidsall De-Gravitizer has been obtained at minimum cost" Stated Lamar Aircraft Production Chief, C.E. YOUNG, at a press conference today.

"Construction of the experimental ship is being held up due to the many foundry strikes throughout the Country, creating a shortage of cast iron and also the absence of a contract from a certain foreign power whose name cannot be disclosed at this time",said HUGH DRAKE, Chief Engineer.

"All tools, jigs and fixtures will probably be made of rubber, eliminating the necessity of checking tolerances which may facilitate production," WILL H. CAMERON was quoted as saying at the press conference.

We wish to offer our best wishes to this fine body of men, and their new enterprise.

By the way, HARRY A. GOODIN is very conspicuous by his absence from T. D. having recently been transferred to Contract Engineering. We hope Contract will appreciate having him as much as we enjoyed having him with us.

In closing, if there are any in our vast reading public that have any ideas or suggestions for the cast iron plane, please get in touch with the above-mentioned men. Adios, Amigos.

## SOFTBALL ACTIVITY IN FULL SWING AS TEAMS FINISH PRACTICE FOR PRE-SEASON TOURNEY

-- --

With the teams divided into three groups, and the usual smoke that surrounds the pre-season practice cleared away, it looks very much like Ryan should have by far the most successful softball year in the Company's history. There is a host of excellent material, with two teams that could play to a stand off any time they meet, which tends to make a great spirited fight out of the season as a whole.

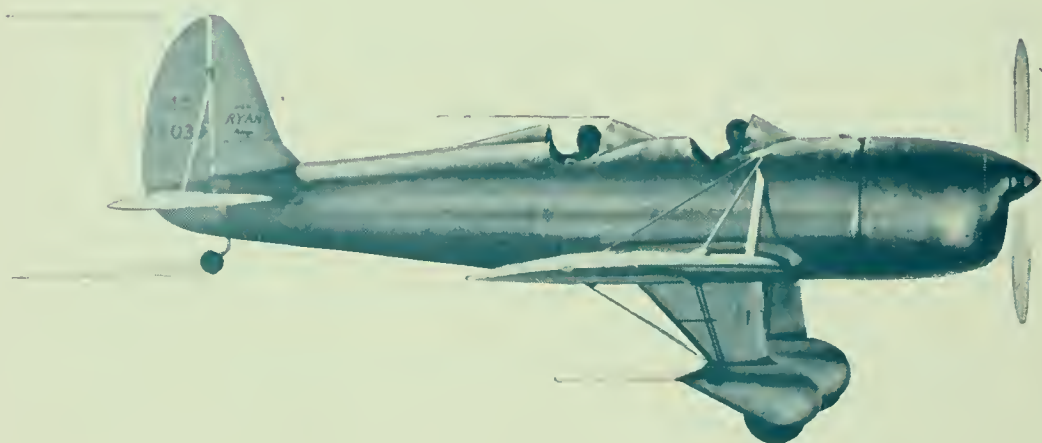
It is a little early to tell just what leagues the Ryan teams will be in but if a host of material means anything Ryan should find itself at the top of the heap.

There will be a complete schedule printed in the columns of your Ryan Flying Reporter.











# FLYING REPORTER

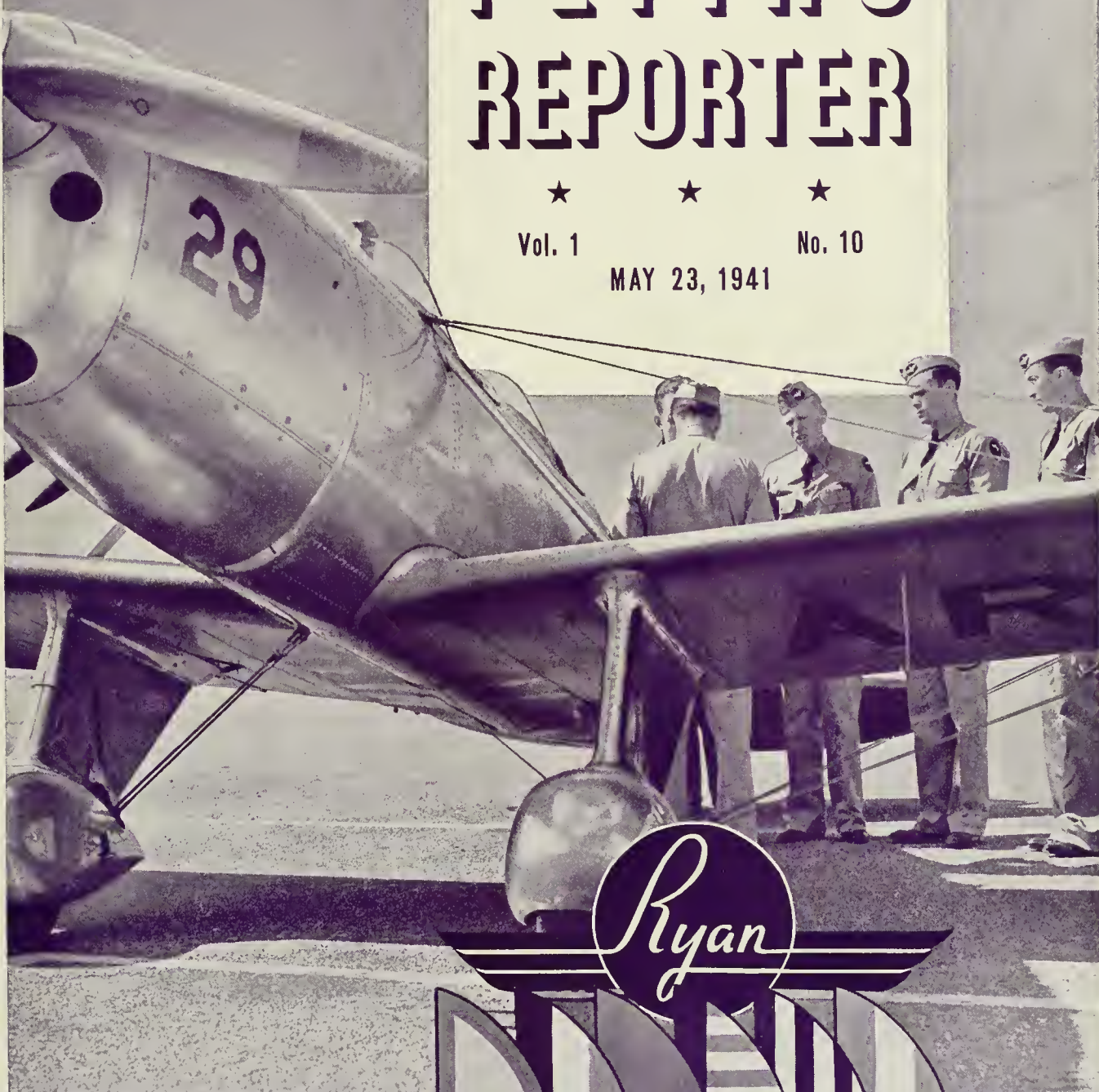


Vol. 1



No. 10

MAY 23, 1941



Internationally recognized for efficiency  
as primary military trainers,  
Ryan S-Ts fly the warplane markings  
of many progressive nations.







# ARMY UPS RYAN TRAINER ORDERS

Good news for everyone connected with the Ryan organization was the announcement carried out of Washington on last Wednesday by The Associated Press telling of the award by the Army Air Corps of a sizeable additional order for training planes to be built by the Ryan Aeronautical Company.

Added to this assurance of the company's uninterrupted growth is the recent closing of more orders for Ryan manifolds. All Ryan employees may well feel proud of the confidence in Ryan workers and management which has thus been expressed by the government and by other manufacturers under contract to the military services.

Our new Air Corps contract is understood to be an additional order for low-wing Army primary training planes of our standard type which are, after months of preparation, now beginning to roll from the final assembly line in the latest factory addition. (Keep 'em rolling, gang.)

When the international situation last year necessitated increased production of all types of military aircraft, Ryan was one of three manufacturers selected to build primary training planes under the government's type standardization quantity production plan.

In September of last year, Ryan was awarded Air Corps contracts for its newest type military models of the famous Ryan S-T low-wing training planes. This order was placed to coincide with Air Corps pilot training plans which called

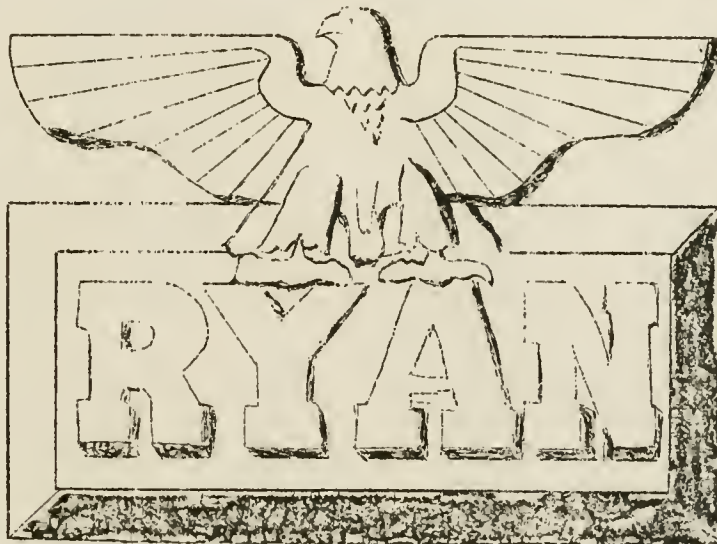
for an increase in the annual enrollment of new pilots from 7,000 to 12,000 fliers.

Now the annual training rate of Air Corps pilots has again been increased, to 30,000, and the new training plane orders are understood to be needed for carrying out the expanded program.

Two years ago Ryan was the only manufacturer in

the United States in production of low-wing military primary training planes. After years of pioneering the low-wing field against much "sales resistance", Ryan, in 1939, was a successful winner of an Air Corps flight competition for primary trainers.

The Ryan S-T then became the Army's first low-wing primary trainer, thus breaking away from a 30-year precedent of biplanes for initial flight instruction of Air Corps flying cadets. By eliminating the former change-over from biplane to monoplane service types, training efficiency has been reported to be greatly improved.





# RYAN FLYING REPORTER

Published by Employees of the  
RYAN AERONAUTICAL COMPANY  
Through their Welfare Department

- - - -

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|                      |                 |
|----------------------|-----------------|
| Things 'N Stuff      | Penn E. Wise    |
| Maintenance          | Pat Kelly       |
| Dope Shop            | A. Dope         |
| More Random Thoughts | Genevieve Boyer |
| The Ghost Talks      | Who???          |
| Ryanettes            | Wilbea Jackson  |
| Manifold Exhaust     | Russ Nordlund   |
| Welding              | Ken Murray      |
| Engineering          | V. J. Park, Jr. |

## FROM THE SHOP

Hello Larry:

Got a letter from my uncle saying I could be of service to him ---- selective service. So I hied myself to the front office where MARGY YOUNGBLOOD very courteously notarized my questionnaire. Thank you very much, MARGY. I had a pleasant chat with Mr. Marco and I sincerely wish that every man in the plant had been with me. The following in my own words, is what he urgently desires every one of you men to understand about the personnel office.

Mr. Marco is the head of a very efficient department called the Personnel Department. Off hand when you hear that, you think it's there just to hire people and then make sure that they get their check every week. Well, that is just a small part of their services. You'll probably think that this is just a lot of dramatics, but honestly fellows, this department could tell you of cases and cases where they have given advice and help to men in need or in trouble. Most of us are from out of town and have nobody to turn to when we start hitting

(continued on next page)

## EDITOR OF TIME AND LIFE MAGAZINES VISITS PLANT

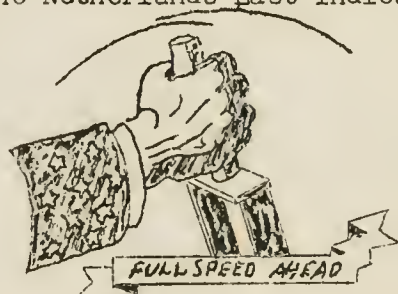
One of the most distinguished civilian visitors to the Ryan factory in recent months was Henry R. Luce, editor of TIME, LIFE and FORTUNE magazines, who two weeks ago was conducted on a tour of the plant, in company with Mrs. Luce, by Claude Ryan.

Mrs. Luce, incidentally, is the distinguished playwright and commentator, Clare Boothe. The occasion for the Luce's visit to San Diego was not only to visit the Ryan factory but also to spend some time with Mrs. Luce's brother, David Boothe, who is enrolled for a Master Pilot's Course at the company's training subsidiary, the Ryan School of Aeronautics.

An interesting sidelight of the distinguished visitors' trip through the Ryan factory was the great interest both took in the Ryan trainers because of the fact that they were leaving immediately for China where they expect to have an opportunity to see some of the same Ryan S-T planes, recently produced by the factory, in actual service operation with the Chinese Air Force. Mrs. Luce has promised the FLYING REPORTER some pictures of the STM-2s in China if she is able to obtain them.

Mr. and Mrs. Luce were passengers on the inaugural flight of Pan American Airways' China Clipper from San Francisco to Singapore. From Singapore they planned to go to Rangoon, and then proceed to Chungking, capital of free China, by way of the famous Burma Road. At Chungking the Luce's will spend most of their time with Chiang Kai-shek, Chinese leader, and his distinguished wife.

(Note: Speaking of the export of Ryan planes, we hope soon to be able to give you some interesting dope and possibly pictures of the Ryan STM-2s delivered to the Netherlands East Indies government.)









the bumps but you will find your own Ryan Personnel Department ever willing and ready to ease you over the rough spots.

The beautiful part of the whole situation is that it doesn't have to concern your work directly. If your creditors are hot on your trail, if the folks at home are ill or in distress, if you have some deep dark, unmentionable worry, go to your Personnel Department. I won't guarantee that they will fix it right up for you but they will certainly give you all the help that they can muster and I will also guarantee that it will be kept in strictest confidence, if you so desire.

As for the sort of help you will get, just keep in mind that you are dealing with people who were picked for their positions because they were experienced in the type of relations that I have just mentioned, and it would cost you some hard earned cash if you were to go to some other source. Yes, all these services are absolutely free to you, so don't hesitate to use them. A friend in need is a friend indeed and you will find the Personnel Department a very good friend to become better acquainted with.

R. J. Morkowski



I AM DIRTY ANDY!  
WATCH OUT FOR ME—  
I'LL BE WAITING FOR  
YOU!

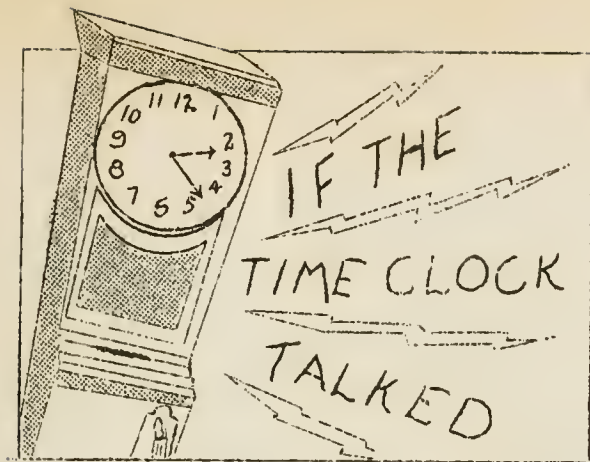
Dirty Andy will be awarded to the department showing the poorest housekeeping.

Dirty Andy will stay for one week. If your department continues to be lax in good housekeeping, Dirty Andy will visit you until some other department slips.

To keep Dirty Andy away you must be careful about:

- Keeping floors clean
- Keeping parts neatly piled
- Keeping aisles clear
- Avoiding loose clothing and long neckties

- Keeping all scraps in recepticals.
- Keep your department the neatest and cleanest in the plant.



## SPEAK UP FOR SAFETY

A foreman is usually a pretty busy guy. He has a lot of responsibility and even the best of 'em has about a hundred and one things to think about and check up every day.

Most of the foremen I've known were glad to get suggestions from the people who worked with them.

Did you ever hand any suggestions along to your foreman? If you haven't—try it.

How do you think up suggestions? By just opening up your eyes and really seeing what's going on around you.

It may be you will see a better way of doing a job, or how to save waste material, or even an idea for a new product.

Among your suggestions, be sure to include one or two about safety!

What's more important than saving a life or keeping someone out of the hospital?

That's just what you may be able to do by spotting a cracked ladder, a machine part that should be guarded, a blocked fire exit, the need for a hand rail, poorly piled material that might fall, or unsafe hand tools.

When you see such things—speak up to your foreman. He's the one who can get them corrected.

Your suggestions will also tip him off that your wide-awake and thinking—and that won't do you one bit of harm.

## S A F E T Y

DOESN'T COST YOU ANYTHING

UNTIL YOU FORGET IT!



# MEET GILES BARTON

BY J.R. CONYERS

Do you know what it is like to try to interview a liquor salesman at an Elks convention? Just try talking for fifteen consecutive minutes with this guy Barton. He may not actually be the busiest man in the world....but, from where we sat it looked like it.

Along with some miscellaneous information about the factory, we discovered that he was born in Durand, Wisconsin, in 1905. The way he tells it, he was a pretty good youngster.

That is, with the exception of almost driving the neighbors mad with his amateur radio experiments. Neighbors not withstanding, he did make a little side money out of radio repairing and building.

He lays no claim to having been a notorious scholar. When it came to getting geometry lessons, it seems he was darn good at building model airplanes.

While he was in high school he worked in his Dad's printing shop after school and on Saturdays. During the summers he had what looks to us like a really swell job. He was supervisor of the girls who did the grading and packing in a local canning factory. Long hours, but nothing much to do except stand around and kibitz with the help.

In 1923 Giles started getting a college education at the University of Cincinnati. He took the mechanical engineering course, as might be expected. The first two years of his college career went smoothly enough. But a tough break came along then. He was a member of the National Guard Cavalry and was verily nuts about playing polo. So....one day he got too close to a horse's north end and was kicked for a goal. This incident really wasn't funny. It laid Giles up for several months and caused him to miss out on the year's final exams.



What's more important, it played heck with the Barton financial status. Between one reason and another he decided that a college education wasn't the world's most important thing and decided to go to work.

By the way, the University of Cincinnati was run on the co-operative plan. That is, the students go to school for a period and then work for a period, and so on. While still a student Giles had worked for the Remington Rand Business Machine Company as

a draftsman and for the Cincinnati Milling Machine Company as a machinist and in the foundry. This experience made quitting school and going to work a pretty easy job.

Well, from 1926 until 1932, he worked variously as a draftsman for a sheet metal manufacturer and as an assistant to the plant engineer at the Gillette Rubber Company of Eau Claire, Wis.

In 1931, Giles decided to finish his engineering course and went back to the University of Cincinnati. After another three years of somewhat more diligent study, he graduated in 1934.

In 1933 he had started working, on the co-op plan, for the Aeronautical Corporation of America as a draftsman. Upon graduating he went right on with his job there. While at Aeronautical Corporation of America, he designed the first Aeronca low-wing job. Says the

(continued on next page)









# THE GHOST

BY

WHO????

Well, soaks, here I is again, or is-n't it. Rather stupid, eh what?

If I'm not right you can grind my flange and call me nipple, it's a hell of a world and I do mean the people.

I had no idea KEN "HOBBLES" WOOD would take to the brush (crutches) so easy--- Ken turned his knee and has had to use the aforesaid crutches for three days now. We are in a quandry as to what he will use if he should turn his neck.

According to the latest census taken at the plant SCOTTY DERR and WILBUR "BILL" WIMMER hail from Pennsylvania. As you all know, our renowned Liberty Bell is cracked too, so don't hold it against the boys.

Boy, you should see "SLIM" COATES when he goes into his trance---pardon, I mean dance. Of course, a little water in someone's pocket always accompanies each dance. There is talk that he has a partner in crime who gets the pockets right in line. Of course, I don't like to mention names but his partner is able to spit on myself. Even the Scotland Yard men are on the duck.

Good old AL "NUBBIN" WIMMER was showing "Slim" a picture of his little boy holding his dog. "Nubbin" says, "This is a picture of my boy." "Slim" squints up

his eyes and says, "Which one". "Nubbin" without thinking, points to the boy and says "This one". Of course, it is hard to figure out what Slim will do next so don't feel bad "Nubbin".

It was really a bad night for RED "KEWPIE" BECKER. Kewpie calls it intestinal flu but darned if I ever saw a bottle with that kind of a label on it before.

Of course, we must say a word for our colleague, RAY "VICE PRESIDENT, GENERAL MANAGER, OFFICE BOY AND JANITOR" MORKOWSKI who is going right to town on our 103 contract. It looks like a good combination there, "Ray" and "Kewpie" -- brains and brawn, you know, or something.

A word of thanks to that great bonefactory of aviation, our own T. CLAUDE "PAPPY" RYAN, for his note of praise to us writers of fiction for our paper for our humble efforts to please youse guys.

Well, fellows, we lost a pretty swell Police Captain when CAPTAIN "TINY" GREY transferred to first shift. He had a sense of humor as well as being another one of the gang. Good luck, "Tiny".

Say, could any of you tell me where H. "WESTIE, DING DONG DADDY FROM AZUSA" PIDCOCK goes when he heads for L.A. on Saturday night. I have heard he goes to Azusa, but I can't find it on the map. He never seems to have any trouble getting back in the United States after his visit. She must be either a ravishing blonde, or a beautiful buck skin. You know "Pid" is crazy about horses.

Well, boys, as the Dolly says to the bumper, beat me daddy, I'm eight below par.

Good stacks till next edition.

## more about Giles Barton

biggest boner he ever pulled was designing a job with the aileron controls reversed. He was employed at the Aeronautical Corporation for eight years altogether; for the last five as factory manager. In 1940 he came to work at Ryan.

He leaped into matrimony in 1936. The Barton family now consists of Mr., Mrs. and a young daughter, Abigail.

We asked him our old stock question about what he expects of aviation's future. Quote, "When things settle down again we're going to have a huge, nation

wide, industrial machine geared to the production of airplanes. That it will keep on growing into a healthy business is inevitable. This big, new born baby is going to DEMAND attention."

Here's one more plug for suggestions. ...these big shots must be serious about this.... Plant Manager Barton says that at least 50% of the new ideas and improvements come from the men on the job. He said, "There are a thousand men with ideas out there in the plant..and a half a dozen in here. Now where," he says, "are the most ideas?" Looks like he's got something there, children.



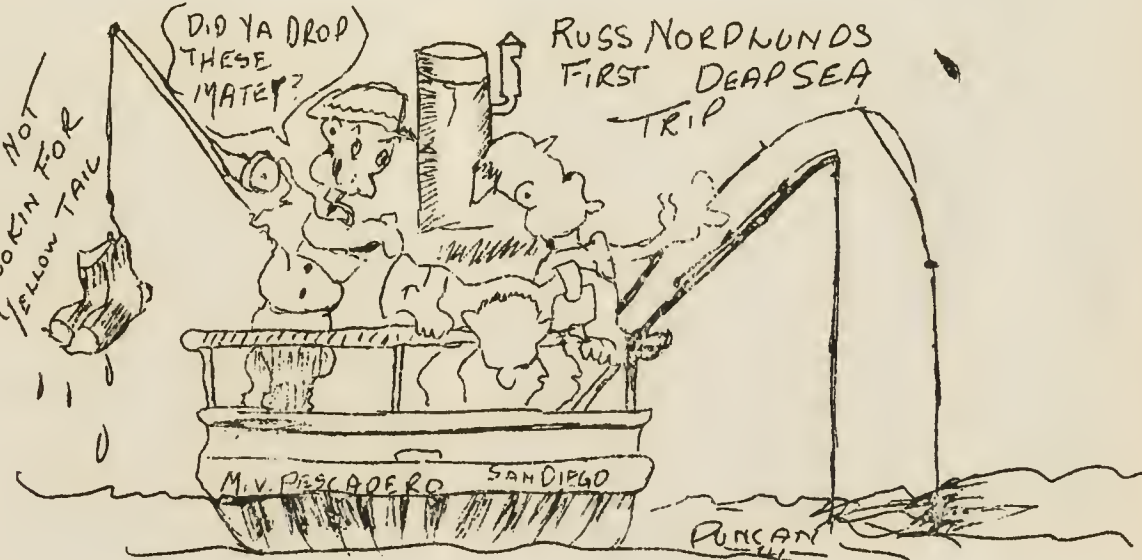
M-M-M IS EITHER TH' WIFE'S UP-SIDE-DOWN CAKE OR GETTING UP ON TH' WRONG SIDE O' TH' BED THAT'S RESPONSIBLE FER THIS!



PS. HE'S NOT LOOKIN FOR YELLOW TAIL

DID YA DROP THESE MATE?

RUSS NORDMUND'S FIRST DEAPSEA TRIP









Up to now I have seen nary a word about the Poooooor Boys from the Paint Shop. I have read the gripes and grievances of all the other departments, so-- now I will endeavor to put all other departments in t heir place.

We of the Dope Shop have our little grievances also, but all (I should say some) of us have broad shoulders and, ahem, brilliant minds, and we can take everything in our stride.

Where would the plant be without the dear lads way out back? Who dressed up the steel (and spattered up the men in the plant), aha? The Paint Shop Boys.

All the work you fellows do would be for naught if it weren't for me and my partners in Dope. I'm asking you? What would a blonde, brunette, red head (those lovely creatures in the office) look like without Paint. Aha, there you are.

I don't think a Ryan could get off the ground, if it weren't for that beautiful paint job.

Don't, my dear reader, take the above too seriously. All my cohorts and I are, like you other departments, for Ryan 100 per cent. More next time.

## RYAN FIREMAN SAVES LIFE OF SMALL BOY

JIMMY APPLESTILL, of the Ryan Fire Brigade, performed a noteworthy rescue some days ago when he made his way into a flaming house to bring to safety a seven-year-old boy, and his inseparable pal "Trix", a scotty dog.

Sitting with friends in his own home, across the street from the house that caught fire, Jimmy heard the screams of a woman and the sirens of approaching fire trucks and he immediately rushed across the street to be of assistance if possible.

Finding that the firemen were having difficulty breaking in the front of the house, Jim got the idea that the back would be the proper place to gain entrance. Making his way to the rear of the house, Jim was told that there was a small boy in the bedroom, so without delay, and disregarding his own safety, Jim

ripped the screen from the bedroom window and entered the house. Finding the small boy, overcome by the smoke, lying on the bed, Jim lifted him through the window into waiting arms and then returned to the bed where he thought there was another child. He picked up the limp form and carried it through the window to safety where the small bundle was found to be "Trix", faithful scotty of the rescued boy.

The interesting thing about the whole affair is the coolness with which Jim carried out his mission. Never did he make a mis-move nor at any time did he let emotion overtake him. He effected the rescue with extreme haste and at all times was a credit to both himself and his friends.

The company is proud of you, Jim, as is the Fire Brigade of which you are a member.

# RYAN

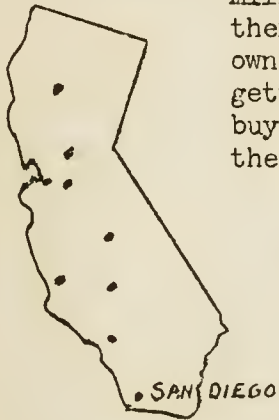


BULLETIN NO. - This is the fifth of a series of bulletins which are appearing regularly in the RYAN FLYING REPORTER describing for the American working man facts he wants to know about the American business system; telling how businesses are built; explaining how they are operated and defining the position that business occupies in American life.

## WHO OWNS BUSINESS?

When we read about big business men, we assume they are the fellows who own the big businesses. Some of them do, but they are exceptions. Most of the big business men are only the managers of their businesses, because the ownership of the big businesses is divided up among many thousands of people.

The American Telephone and Telegraph Company is owned by 642,000 people. Three hundred and fifty thousand people own General Motors Corporation. Altogether, twelve million people in the United States hold stock in some business and, therefore, own part of that business. A large proportion of those owners are people like yourself---people who are working on a job, getting paid, saving a little money and then using the savings to buy a part of some important business. Four classes of people own the big business of the country. These are:



1. Employed persons who receive regular wages and invest their savings in stocks.
2. Managers of businesses who invest savings in stocks of other businesses so as not to have all their eggs in one basket.
3. Unemployed persons, widows, aged people and the like, who have invested their savings or insurance money in stocks and bonds and who depend for livelihood on the success of the businesses in which their nest-eggs are invested.
4. Institutions, such as churches and colleges, which invest their money in stocks and bonds in order to make enough money to operate.

Some owners of  
A.T.&T. live  
here

The 642,000 owners of American Telephone and Telegraph Company are scattered throughout America. Some own many shares of stock, some only a few, but every man who owns one share of stock is a business man because he is putting up his money to make a job for somebody else and to earn a profit for himself. Any time you walk through the Ryan factory or along the streets of San Diego you are likely to meet some of these people who own part of American Telephone and Telegraph Company. You might be surprised to find that some of your good friends own a part of A.T. & T.

## WHEN THERE ARE NO PROFITS, THERE ISN'T MUCH BUSINESS

Now if American Telephone and Telegraph Company doesn't make any profit and therefore stops paying dividends, what happens? Dividend payments to 642,000 people are cut off. They don't get the profit that they expected to get when they invested money in A.T.&T. stock. If they have only a few shares of stock, their losses are comparatively small, but they may be pretty important. Everybody who has money invested feels the loss to some extent.







Say, for example, that a welder in the Ryan factory, working for hourly wages, bought a few shares of General Motors stock and became one of the 350,000 stockholders, or business men, interested in this big corporation. If business is good and General Motors makes money, owners of stock—all 350,000 of them—will get more in dividends, and the welder will have extra money to put into a savings bank, to buy insurance, to invest in a business or to invest in some other stock to **earn** additional money.

## IF BUSINESS PROFITS, EVERYBODY PROFITS



If business in general is good, twelve million people who own all kinds of stock will get dividends from the money they have invested. They will spend some of it to buy things and thus make business better. They will invest some of it and thereby help to make more jobs. When folks are working every day and business is good, the majority of families will put something in the bank for a rainy day, and that will mean more money for the banks to lend out to business, which, in turn, will make more work and more of everything for everybody.

## WHEN THERE ARE NO PROFITS

### EVERYBODY SUFFERS

If big business makes money, business will be good here.

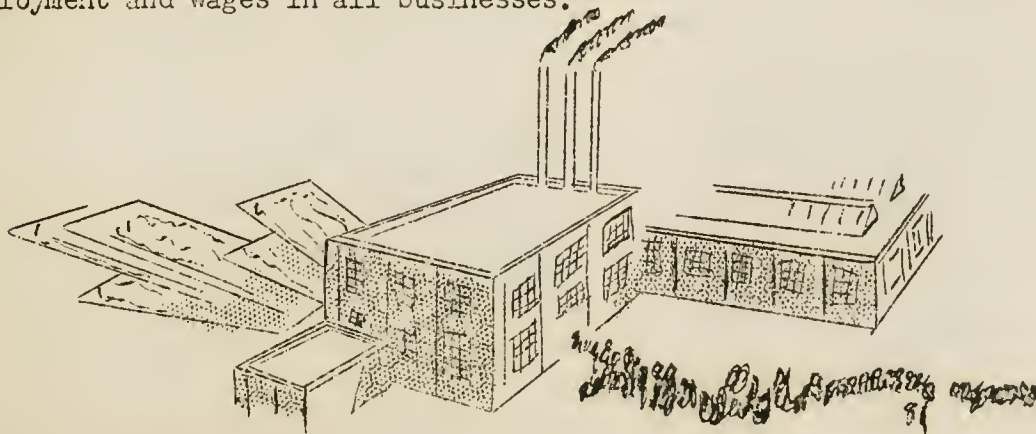
If anything happens that destroys the profit of American Telephone and Telegraph, General Motors, General Electric and other companies, the consequences are very serious for everybody. People who expect dividends but don't get them will not have that money to spend, nor to reinvest in other businesses. Furthermore, they will decide that they had better spend a little less of their wages and save more. As a result, the grocer's business falls off, the clothing store does a poor business and so the food manufacturers lay off men or work a short week.

When little business falls off, big business also falls off because all business is dependent on all other businesses. When the sales of the druggists and the butchers drop off badly, the drug manufacturer and the packing house go on short time, their employees stop buying automobiles and the automobile plants go on short time.

When harm comes to big business in America, everybody in America suffers. The hundred of thousands of American people who share ownership of big business lose money and the loss of that money cuts down employment and wages in all businesses.



If big business loses money, there will be poor business here.





# MANIFOLD EXHAUST

By  
Russ  
Nordlund



Once again little JIMMIE APPLESTILL crowds the spot light, with his spectacular rescue of a little boy and his dog from a burning home last week. To ask Jimmie all about it, all you hear is a modest reply, "Was nuttin' a 'tall!"

By jiminy, Jimmie, yo ban vun svell guy --

Ve all tink you's tops; may fortune no pass you by.

Sort of struck me funny last Monday upon returning to work, to see so many sun enthusiasts. Old sol sure did a complete transformation on quite a number of manifold boys, including yours truly. But to have the lobster red of HANK HABBI, vell, I tank I now stay home and keep me clos on,--ya, yu bet yu.

It seems like our newcomer CLAUDE GEORGE WHITE is having a little premature marital trouble. I guess it's quite a problem to try and decide which of the two or three to take for better or for worse. Claude sincerely hopes the next try this coming Friday, will wind up for keeps, providing the expense account can withstand the additional strain.

The BOOTH boys are once more with us. Glad to hear everything went O.K. on their two-week trip to Jefferson, Iowa, and back. There was some trouble getting EDDY to decide whether he should stay there or not. But between the lines, I think a little wee bit o'lassie decided for him.

A few days ago, DIKE WARREN of sand-blast came to work with the longest puss I'd ever seen him wear. Being a married man, I figured A'Ha!, it must be one of those dog-house hangovers. Sure 'nuff, but now the calm has appeared after the storm and OH!, what a relief to be able to relax, eat regular, and ETC.

## WELDING

by Ken Murray

The two jinx boys of the Welding Department are ALLAN CLARK and HARRY FARRIS. If ever seen together, watch for the fireworks. BOB GARDINER took the two of them to the lakes last week and because Bob's new motor wouldn't start and the fish didn't bite, it was all their fault, according to Bob.

Glad to see BOB BOOTH back after his vacation.

Saw "GLENDOLYN" LADROOT on his way to the land of beautiful women and sunshine the other day. But Mel, you don't have to drive to Florida to see that after what I saw in the main office the other day, running the switch board. The bad part is though Mel, I don't even know her name. I'm a big help.

CHIEF CHRISTIAN, as he was known to the welders, has had an undisputed right to the title of Chief, until recently a chief moved into the Manifold Department. So JIMMY "THE JERK" LARSON, being a fighter at heart, decided to get a title fight and everyone was willing including the chiefs. That is, until Christian saw the other chief---then---"H---, he can be chief!"

Chief Christian

Height 5'11"

Weight 170 lbs.

Manifold Chief

Height 6'2"

Weight 253 lbs.

P.S. Just call Chief Christian "Christy" now.

I hear by the grapevine that MR. and MRS. KOLB are expecting soon. Here's to a boy Kolbena.

A parting thought for PAUL VEAL:

A car without a tail light

And turning to the right

Is no reason to hit it

When going home at night.

See you all later.



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# THE RYAN PLAYERS

PRESENT

## OUR BOARDING HOUSE

A FARCICAL MIXUP IN THREE ACTS

THURSDAY, JUNE 19th

8:00 p.m.

ROOSEVELT SCHOOL AUDITORIUM

WITH

GERRY WRIGHT  
JANE ROBERTS  
LENORE BARR  
DOROTHY MANNING  
EULA MARTIN  
DOROTHY ARMENTROUT  
ROBERT BUTTS  
JACK WESTLER  
RALPH FLANDERS  
EDDIE O'CONNELL

ADMISSION

25¢ TAX INC.

SEE YOU THERE!

The Dramatic Club is working earnestly on their forthcoming play, "Our Boarding House", to be presented to the employees and friends of the Ryan Company. This play promises to be a riot from start to finish, with your friends and mine playing important roles.

Everyone will want to see this "first attempt" at what we all hope will become a regular part of our social and recreational activities department.

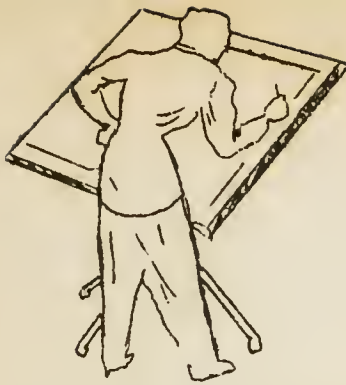
The proceeds from this venture will be turned over to the employees welfare fund for the furtherance of employee recreation. These various activities are put on for you and it is for this reason that we hope you will support them.

The cast as a whole is working very hard to make this play the success that we all want it to be, so the least that we can do is to support them in their effort.

The talent that is being brought out in this play will surprise all of us and to be sure, it is far from the rank and file amateur talent.

LET'S MEET AT "OUR BOARDING HOUSE"!





## ENGINEERING

V. J. Park, Jr.

Now with vacation over and nothing else to get in my hair for a while, let's see what dirt I can dig up.

Incidentally, if any of youse are planning to stay home on your vacation this year just to save money, 'tis better you take a trip. Personally, I can find no difference.

To my dear friend: -

My humble thanks for handling this column in the last issue of the Flying Reporter. 'Twas very well done, me lad, very well done.

In conversing with our amiable friend T. P. (WIGWAM) HEARN, Ryan's Standards Engineer, I mentioned it was about time I give him recognition in the column. With a sardonic sneer and murder in his eyes, he said, "Be careful, chum," (I think he said Chum). Anyhow, I wonder what he's afraid I know. O.K. "Wigwam", consider yourself recognized.

Who is the loudest and most constant whistler in the department? None other than EDWARD (JACK ARMSTRONG) SHEPARD. Hey, Chum, why don't you learn a new tune. Now "Cuthbert" watch your Fahrenheit.

For the information of you gals on the main floor and in the other building ED BUMGARTEN has himself a new convertible Ford. Now the fact remains, Ed goes to Los Angeles most every week-end. Surely there must be someone in San Diego that could hold his interest. O.K. but don't say I didn't tell you.

PAT, the freshness of your appearance is greatly anticipated every morning in the Engineering Department. Why don't you come up more often (unquote). That goes for the rest of you too.

Have you ever noticed how J. H. WOODS banks his corner as he goes flying thru the plant. He thinks he's still flying his Luscombe. Say now, there's a deal for youse who like to fly. Careful, Woodie, we would hate to see you spin in. (continued on second following page)

MAINTENANCE

by Pat Kelly

JACK MILLIKAN, through this column, issues the following challenge and offers to wager a small sum, that he is the youngest grandparent in the plant. From the zig-zag course "Grandpa" was making down Fourth Avenue a few evenings ago one would assume the heir to the Millikan fortunes had arrived, or maybe Jack thought he was in the submarine zone.

TAYLOR is back for duty after stopping a power saw with his hand. ART REISS and KAIL are new-comers. Congrats to all.

RUSSELL, second shift, barged in the other afternoon with a blinker on one top light. Confucius said something about a poor excuse being better than none, but Russ "hardly had none".

The subject of lifting was discussed in a recent issue. Now there's an art to grabbing and snatching pig iron. Some of you chaps from the Middle West must have witnessed contests in weight moving by teams of horses. A very pretty sight to see, and instructive too, is that of a big team easing into their collars, tightening the traces, setting their feet firmly, and straining a bit to find out what they are tied to. Reckon it's just common horse sense that tells them to take up the slack before they hit the load. One can learn a great deal from the so-called dumb animals.

Our salute goes to DICK WILLIAMS of Final Assembly. When any of his gear is in our way, he promptly moves it. That's real cooperation.



GOTTSCHALK, who served in the Army over-seas during the last war, states he had his fill of mud then, and plans

to do his tour of duty in the Navy if the present fiasco reaches the shooting stage. In

fact, he already has his boat, attached to a huge anchor, and is deeply engrossed with navigation.

BALLARD, retired chief, has been called back to the Navy. The best of luck, Ol' Boy, and fine weather.

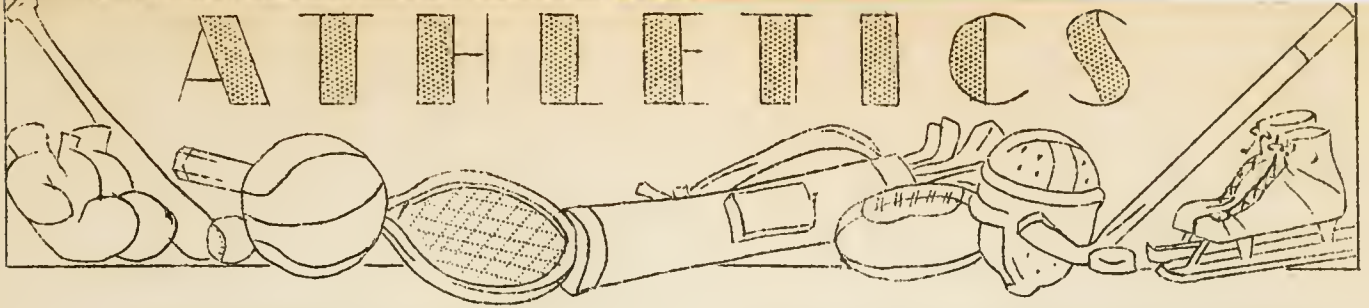
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# ATHLETICS



## MAY GOLF TOURNEY SCHEDULED

Be sure to bring your compass! This was the parting remark of two Ryan Golfers as they finished their discussion of the forthcoming Ryan Golf Club Tourney, third in a series of monthly tournaments to establish handicaps for the annual Ryan Company Golf Championships to be held in the latter part of June.

This month's tourney will be held May 25th at the La Jolla Country Club, and this is the reason for the compass being brought into the discussion. This course is by far the toughest golf course in the county and should prove to be an interesting test to all of the golfers participating. The two man team best ball idea will be rule as it has been in the past.

All of the Ryan Golfers will be out to break the winning streak of the NORD-LUND-BILLS combination and a hotly contested battle looms between many of the teams entered. There will be three prizes, as before, with the winners of low gross taking one prize, and the blind boggy players fighting it out for the other two.

BE AT LA JOLLA SUNDAY MORNING, MAY 25th  
AT 8 A.M. SHARP.

## RYAN SOFTBALL TEAMS OUTSTANDING IN LOCAL CITY TOURNAMENT

With one game under their belts, the Ryan All-Stars and the Ryan Stacks take the "Diamond" against teams that are rated in the local softball circles. As the tournament rolls along, the teams will be facing increasingly difficult opponents and will have a chance to show just what the Ryan teams are made of. Beyond a doubt, the teams that take the Ryan banner into action this year are by far the best in the company's history. Support will help these teams over the tough spots as they wend their way to the "Top of the Heap". What say, GANG? Let's give them this support.

The Ryan Stacks boast a brother combination that should be hard to beat--

## COOPER WINS COMPANY BADMINTON TOURNEY

BOB COOPER, of Engineering, walked off with the Company's first semi-annual badminton tourney with the loss of but one game. At no time in the entire tournament was he sure of victory, as there was always a potential winner in some of the higher handicap ranks. It was one of the outstanding athletic endeavors of the Company thus far, as many of the people who participated were overjoyed with the success of the tourney and are ready right now to have another.

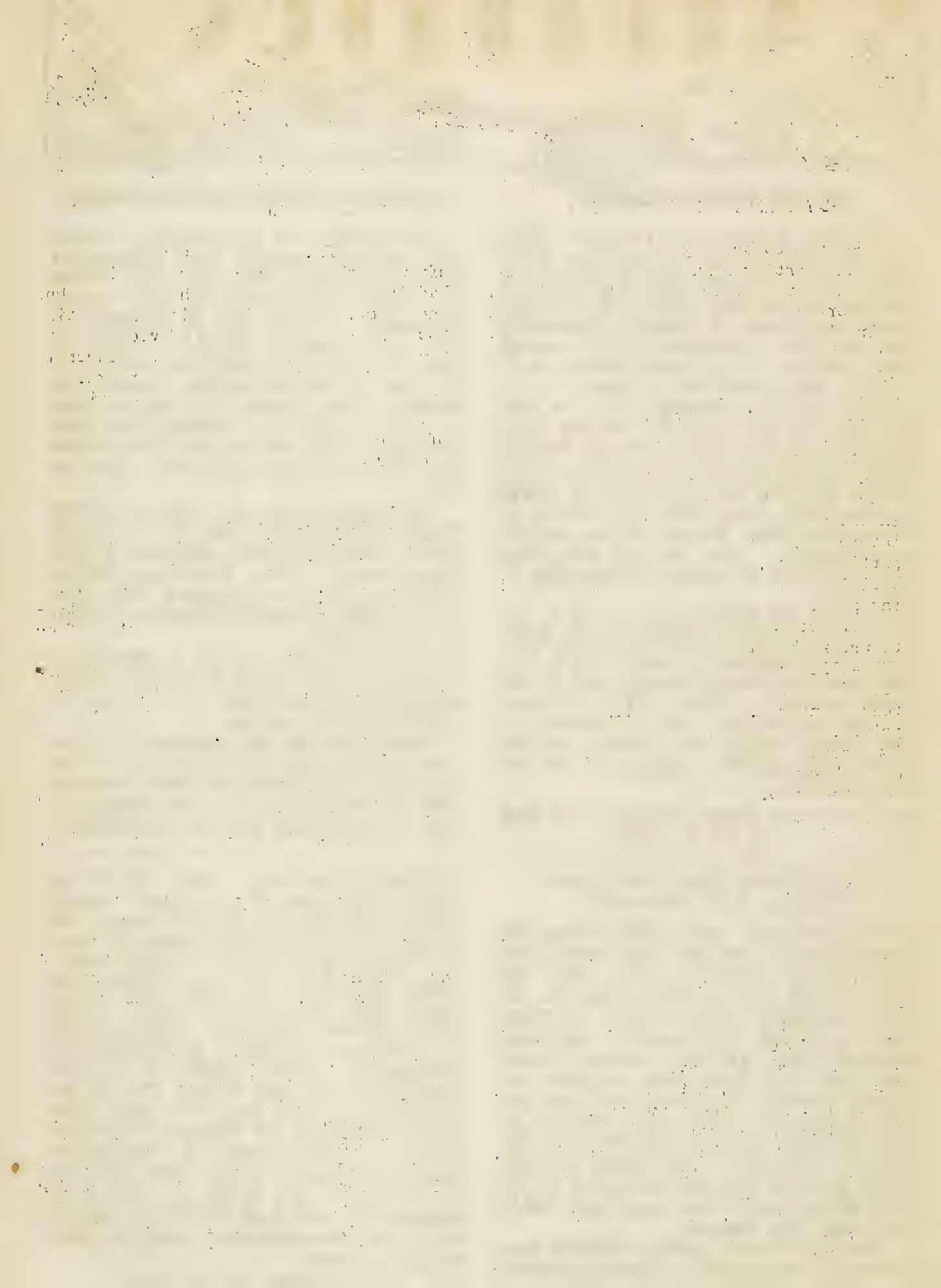
The runner-up in the tourney was RAY PYLE, of Inspection who was a constant threat with his clever execution of difficult shots. Both the winner and the runner-up will be presented with trophies in the Personnel Director's office at a later date.

The tournament was run on the handicap basis, the amount of actual playing experience being used as a means of establishing handicaps.

There was not one complaint in any form as the tourney was run off in record time, with each and every participant complimenting the management as well as expressing sincere appreciation.

the MARLATT brothers, IRV, JACK and BYRON, take care of first base, second base, and catching, in that order. The stacks are a very strong defensive team and should give everyone they meet a tough evening. The Ryan ALL-STARs boast such outstanding stars of the local softball circles as MOOSE SIRATON of fuselage, JOE BASSO of the Manifold Department, "CHIEF" WALKER of the same department and many others who saw action with the Ryan Team last year. Young "LEFTY" MARCO of the Personnel Directing Marcos has been turning in some sparkling performances on the first sack for the All-Stars and should be one of the reasons why the Ryan All-Stars will be on top of the situation when the final tally is taken.

(continued on next page)





## More Engineering contd.

If I am wrong correct me. But I believe another gal has joined the ranks of the Ryanettes. We are sadly lacking information on this situation. Some of the boys are vitally interested in these going ons. How about it, somebody?

Another thing we have noticed lacking these days are the columns come of the girls were writing. What's the matter? Is someone consuming all your spare time so that you can't even dash off a little column? 'Tain't fair, 'tisn't.

Have you noticed how quiet and reserved BOB JOHNSON, Chief Stress Man, has become in his old married age. The lad was once a rowdy. It just goes to show you.

BILL KELLER is in the slime light again. He has contrived protectors covering his ears to keep same impregnable against wayward chatter. But that I were capable of explaining in further detail.

EARL KOPS, you have our sympathy. His wife has the measles.

DEAN TUTTLE, I though you'd get more sleep after your gal friend left for the east via the water route. Look friend, there's no use worrying about that First Mate aboard ship. Circumstantial evidence would point to the fact that Dean married her shortly before she left. Maybe that's what he's worried about.

## More Maintenance contd.

Seems like someone mentioned welders, and that brings up a subject that covers a multitude of sins. Have any of you ever seen one of them at work? Perhaps the question should be--have any of you ever seen a welder? To catch one actually at work requires extreme caution. At the least movement of anything in their vicinity, they instinctively freeze and become absolutely motionless. It has been the writer's misfortune to be associated with them at various times and he has become familiar with many of their idiosyncrasies. Usually they are found on their hams, a la Joad, but a first class welder will always maneuver himself into a prone position before completing a job. Their seventh heaven is a spacious, cool bell hole where they are apt to fall soundly asleep. The most effective method of arousing them is to nonchalantly hand them a rod, hot end first. If any life is present, it will manifest itself immediately with wild gestures and much champing at the bit. Salud!

BOB COOPER is wearing himself to a frazzle determining the handicap he will allow those who are to play against him in the forthcoming badminton tournament. He figures the handicap like so,---the size of his shoe minus the size of his opponents, this divided by the circumference of his head, add their ages, multiply by the date and divide by the amount of change he has in his pocket. If you eat "Wheaties" for breakfast, that gives him two points. What's the matter with you guys, don't you know you can't beat the infallible. Or can you?



"CHRIS" CHRISTENSON will become a daddy sometime in July. Good luck Chris, we hope you'll pull through. We know your wife will.

If you have noticed, MAC CATRELL has been looking as though he were on a two week drunk. Nothing of the sort--he has the flu. Mac is definitely not a drinking man???

Our thanks to MARGE YOUNGBLOOD who has so efficiently helped us complete our Selective Service Questionnaires. She is very patient with our ignorance and most understanding.

## Ryan Softball Teams Outstanding contd.

There is only one thing that the Company as a whole can do to show their appreciation for such splendid representation on the local softball diamonds and that is come out and cheer your teams to victory.

Last, but by no means least, is the Ryan ST-3 team which promises to be outstanding in its class. The "S-Ts" were a little late getting started and for this reason alone are having a little trouble. This will be one team to watch as they get a little more practice under their belts for they have a winning combination if they can just get under way.

The most satisfactory way to get both schedules and results is by consulting the morning San Diego Union daily paper. This paper carries a full and complete resume of all the softball activity.

# RYAN





# RYAN- ETTES

by  
Wilbea Jackson

# MORE RANDOMTHOUGHTS

by Genevieve Boyer

Congrats and farewells are due FAYE PERRYMAN (Tabulating) who informs us that she is leaving to take up a career in homemaking. See her better (?) half.

Faye was one of our guests of honor at the Thursday luncheon of the Ryanette Club together with JANE ROBERTS whose birthday was May 11th and FLORA ROSADO whose birthday was May 1st.

We are happy to welcome four new girls into our organization—one in Accounting, two in Service, and one in Tabulating.

EVA LA POORE, Accounting Department, (a Miss not a Mrs.) is a graduate of San Diego High School and attended State College.

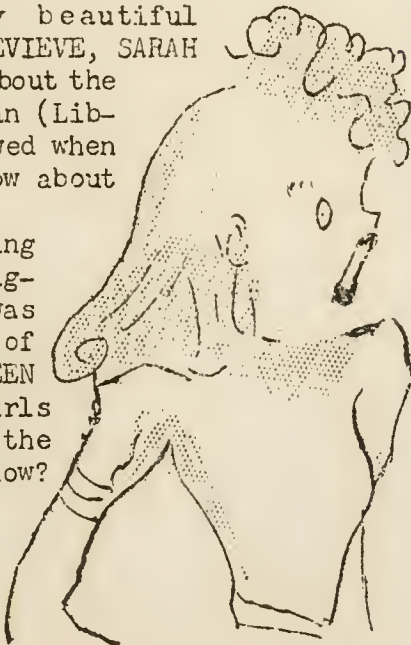
DOROTHY BROWN (also a Miss), Service Department, attended the University of Mississippi, and has been in San Diego just four weeks. She likes to swim and golf. (By the way—that southern brogue really offers us some stiff competition)

MARY MITCHEL, Service Department, attended Stanford University, is a native San Diegan and is interested in archery. (Bet she's better than that little fellow, Cupid.)

MARJORY BROWN attended San Diego High School and International Business Machines School. Her hobbies are dancing and horseback riding. (Well, girls, can we keep up with these new ones?)

By the way, if you want to see some really beautiful blushes, ask GENEVIEVE, SARAH and BETTY FRANK about the movie Mr. Blackman (Liberty Mutual) showed when he was here. How about that?

We are wondering what particular significance there was in the swell box of candy WILBUR GREEN donated to the girls May 13th. Will the announcement follow? --or do we suddenly find ourselves being noticed for a change (ahem!).



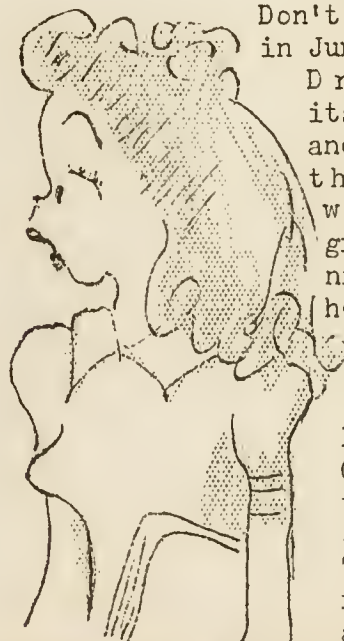
Generally speaking --- women are generally speaking. So here goes.

Friday, May 9th, was a gala day in the front office. But girls, we're slipping. It was the men that got all the attention.

Was LARRY BEERS' face ever red when the Western Union messenger boy came in, along with the assembled members of the office force, and caroled sweetly to him "Happy Birthday, dear Larry" and handed him a package? The boys and girls of the first floor, as a tribute to a real co-worker, gave him a beautiful electric desk clock. Again, happy birthday.

A little later in the day another great occasion was celebrated. You all know our HAROLD SCHRIVER of the Service Department was married May 11th to lovely Bernice Larson. To start this nice couple off right, his co-workers presented him with a perfectly grand chest of silver. Why was your Adam's apple working up and down, Harold? Didn't have a lump in your throat, did you?

And, speaking of birthdays, EDDIE ("Mister" to me) MOLLOY celebrated his on May 14th. Congratulations. Also, JOHN WILLIAMS, cost estimator, just passed another milestone and BETTY FRANK and I tried our best to find something appropriate for him. Ask him what it was.



Say, Ryan workers! Don't forget that date in June when the Ryan Drama Club gives its first performance. Get behind these swell kids who have been giving two of their nights a week rehearsing a really hilarious play. It's really good so prepare for a lot of laughs. Gardenias to all the players and a special orchid to TOMMY EMMONS who is directing it and has all the

(continued on second following page)



"Kiss me, my fool," she bid.  
Was he a fool?  
He was.  
He did!

\* \* \*

JANE ROBERTS has started a Social Service Bureau. She calls it "Cupid's Selective Service". The motto of her organization is: "We Win You With A Smile, You Win Us With Your Pocketbook". A fair exchange, don't you think? Anyway, fellows, when you've someplace to go and no one to go with, see Miss Roberts. She has some lovely applicants on file. And don't forget your birth certificate.

\* \* \*

It isn't the way you comb your hair that counts. It's the amount you have left afterward.

\* \* \*

Times have sure changed. Fifty years ago when daughter went out with the boy friend, mothers said; "Be home not later than 10." Twenty-five years ago mothers demanded, "Be in by One." Now they anxiously ask, "When will I see you again, daughter?"

\* \* \*

CARMACK BEFRYMAN (crib 3) once had a job posing as a cigar store Indian in front of a local Smoke Emporium. "The pay was good and all that," he tells us, "but the darn fool dogs wouldn't leave me alone."

\* \* \*

WEE WILLIE BERBUSSE finds a lot to do these days in Planning. It all dates back to the time he discovered JESSIE MOORE hoofing it home after work. Did Willie offer her a ride? No, darn it, he didn't. So the next afternoon found Miss Moore sitting in Willie's car, waiting. Ah, me, Love in Bloom.

\* \* \*

A sparrow has taken up homestead claims in the new fire siren above machine shop. About the first time the d--- thing blows, we'll have scrambled eggs all over the place.

\* \* \*

Orchids this week go to PAT KREGNESS. She said "NO" and meant it!

\* \* \*

It is rumored that Hitler gave up playing the Jews Harp because he was rubbing his moustache off with his thumb.

\* \* \*

If the ladies knew their face rouge was 90% iron ore they wouldn't use it so excessively and if the men knew of this fact, they probably would hate the taste of the darn stuff.



A reader sends in the following, quote, "Why don't you announce births so we may receive an idea as to how rapidly the Ryan employee's families are growing?" Unquote. The "proud papas" do a better job of heralding their own achievements than I could in this column.

\* \* \*

This is strictly on the Q.T., folks. Countess GENEVIEVE BOYER will be Yuma-Yesing before very long. A little sea gull told me so.

\* \* \*

Seen along the Great White Way of San Diego, (C Street) any week and evening is EVERETT SHERMAN. A jitterbug at heart with waltz time in his feet. Give yourselves a treat, girls, and meet him at the College Inn.

\* \* \*

A recent survey by the National Athletic Association shows the Ryan men to be one and one fifth seconds faster from shop to clock house than any other company on the coast.

\* \* \*

LENORE BARR has a pair of kittens named Peat and Repeat. When she gives Peat his bath, she has to repeat by giving Repeat one. Everytime Peat is fed Repeat is there to get his, too, so the feeding operation is repeated. Now when Lenore wants Peat to come to her and not Repeat, she just calls "Peat". But how does she get Repeat to come first without calling Peat to get Repeat? Catch Lenore with a mouth full of gum and she will tell you.

\* \* \*

I can remember the good old days when we picked up the telephone in our various departments and got a sweet, soft, sing-song voice that said "Office" in the key of A sharp. Now, all we get is BUZZZZZ.

\* \* \*

(continued on next page)







## More Random Thoughts contd.

headaches that come in managing an initial production. Let's not fail this new venture.

PAT KREGNESS and BETTY FRANK, the Ryan Siamese twins, are still the pepest pair in the building. Free advertisement for them -- do you need someone to be the life of the party? They'll be glad to oblige with songs, dances, funny stories, etc. Notice -- Please send all your old cookbooks and discarded menus to these two. So far, it's beans, beans and more beans at every dinner. Downright monotonous, I call it. Wednesday nights, however, instead of beans they have Jack and George for dinner.

It's nice to see NORECE KIRKSEY, our cute little receptionist, back after a miserable attack of the flu. Take care of yourself, Norece, we miss your sweet smile when you are away. Also, LORNA WARREN, our other "hello girl" had a

bout with the flu but is fully recovered. Looks like that new switchboard set-up got the girls down.

GEORGE ROGERS, Machine Shop, Third Shift, from what I hear, thinks the old stall of running out of gas is too old a gag for the gals to fall for. So he, just to be different, gets stuck in a mudhole. Was it fun, George, to get out in the mud and deflate those rear tires? Better think of something easier next time.

Wonder what would happen if ADELAIDE SMITH ever had to stop suddenly. Have you ever noticed the way she fairly sails through the halls? Makes me tired to watch her. But a grand person, Adelaide.

ED SHEPHERD, EULA MARTIN and I after thinking it over, think we should resent being called the "gruesome twosome". It's not that bad -- or is it?

Adios Amigos.

## More Things 'N Stuff contd.

A soldier is called a "dogface" because he sleeps in pup tents and growls all the time.

\* \* \*

D. J. DONNELLY (crib 4) can now get through the clock house with ease since they have increased the distance between clocks.

\* \* \*

Who was CHET PARKER waiting for at Broadway and 3rd on the evening of May 4th with a bouquet of roses in one hand and an ice cream cone in the other? We can understand the roses, but who was the cone for?

\* \* \*

A new inspector was born to Chief Inspector MEL THOMPSON in the form of a baby boy, Monday morning, May 5th. True to the tradition of the Inspection Department, Mel appeared at the christening with a red "rejection" tag in one hand and a green "accepted" tag in the other. And, of course, a book of "Standards" in his pocket.

\* \* \*

When it comes to free cigars, RAY WHALEN is right there, tooth, claw and nails. He really earned the one Mel Thompson offered him, even though he didn't get it. See DON WILCOX for complete details. It's a laugh!

\* \* \*

Time, tide and women drivers wait for no man.

\* \* \*

DOC FINNELLY, the Company's day nurse (adults only) insists that employees MUST line up in an orderly fashion Monday mornings for their aspirin tablets. The bosses can obtain theirs at the side entrance.

\* \* \*

"Judge, I would like to have my marriage annulled."

"Annulled? On what grounds?"

"On the grounds that my father-in-law didn't have a license to carry a shotgun."

\* \* \*

MR. and MRS. DANIEL HARRISON and Miss Martha Harrison were seen rendezvousing at the Paris Inn, May 10th. Bringing up the rear was AL ANDREWS. Miss Harrison had Al in tow the better part of the evening, but toward the last Danny did the towing. Also at the same time and place, MR. and MRS. JACK WESTLER and Co. As the evening wore away, so did the mascara on Jack's moustache.

\* \* \*



THE

END





